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101ST CONGRESS
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SENATE

REPORT
101-398

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATION BILL, 1991

JULY 27 (legislative day JULY 10), 1990.—Ordered to be printed

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Mr. LAUTENBERG, from the Committee on Appropriations, submitted the following

REPORT

[To accompany H.R. 5229]

The Committee on Appropriations, to which was referred the bill (H.R. 5229) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1991, and for other purposes, reports to the Senate with various amendments, and presents herewith information relative to the changes recommended.

AMOUNTS OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 1991

Amount of bill passed by the House	$13,088,092,569
Amount of bill as reported to Senate	13,188,579,569
Amount of budget estimates, 1991	11,878,271,569
Fiscal year 1990, enacted	13,056,306,569

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TOTAL OBLIGATIONAL AUTHORITY PROVIDED—GENERAL FUNDS AND TRUST FUNDS

In addition to the appropriation of $13,188,579,569 in new budget authority for fiscal year 1991, large amounts of contract authority are provided by law, the obligation limits for which are contained in the annual appropriations bill. The principal items in this category are the trust funded programs for Federal-aid highways, for the Mass Transit Capital Fund, and for airport development grants. For fiscal year 1991, estimated obligation limitations total $17,102,130,000.

PROGRAM, PROJECT, AND ACTIVITY

During fiscal year 1991, for the purposes of the Balanced Budget and Emergency Deficit Control Act of 1985 (Public Law 99–177), as amended, with respect to appropriations contained in the accompanying bill, the terms "program, project, and activity" shall mean any item for which a dollar amount is contained in appropriations acts (including joint resolutions providing continuing appropriations) or accompanying reports of the House and Senate Committees on Appropriations, or accompanying conference reports and joint explanatory statements of the committee of conference. This definition shall apply to all programs for which new budget (obligational) authority is provided, as well as to discretionary grants, Urban Mass Transportation Administration, and interstate transfer grants-highways, Federal Highway Administration. In addition, the percentage reductions made pursuant to a sequestration order to funds appropriated for facilities and equipment, Federal Aviation Administration, and for acquisition, construction, and improvements, Coast Guard, shall be applied equally to each budget item that is listed under said accounts in the budget justifications submitted to the House and Senate Committees on Appropriations as modified by subsequent appropriations acts and accompanying committee reports, conference reports, or joint explanatory statements of the committee of conference.

TITLE I—DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

SALARIES AND EXPENSES

Appropriations, 1990	[1] ($55,195,000)
Budget estimate, 1991	[1] (60,135,000)
House allowance	[1] (52,856,000)
Committee recommendation	(54,555,000)

[1] Total amount appropriated as separate accounts.

Section 3 of the Department of Transportation Act of October 15, 1966 (Public Law 89-670) provides for establishment of the Office of the Secretary of Transportation [OST]. The Office of the Secretary is composed of the Secretary's immediate office, the Office of the General Counsel, and five assistant secretarial offices for policy and international affairs, budget and programs, governmental affairs, administration, and public affairs respectively. These secretarial offices have policy development and central supervisory and coordinating functions related to the overall planning and direction of the Department of Transportation, including staff assistance and general management supervision of the counterpart offices in the operating administrations of the Department.

The Minority Business Resource Center is also housed in OST. Its mission is to assist minority business firms in securing contracts on federally assisted transportation projects. In addition, the salaries, administrative expenses, and associated housekeeping costs of certain former Civil Aeronautics Board functions transferred to the Department of Transportation are funded here and in the "Payments to air carriers" appropriation.

The Committee recommends $54,555,000 for the salaries and expenses of the Office of the Secretary of Transportation.

IMMEDIATE OFFICE OF THE SECRETARY

Appropriations, 1990	$1,090,000
Budget estimate, 1991 [1]	1,311,000
House allowance	1,215,000
Committee recommendation	1,215,000

[1] Proposed for consolidation into a single salaries and expenses account.

The Immediate Office of the Secretary has the primary responsibility for overall policy development, central supervisory and coordinating functions necessary for the overall planning and direction of the Department.

Immediate Office of the Deputy Secretary

Appropriations, 1990	$470,000
Budget estimate, 1991 [1]	487,000
House allowance	412,000
Committee recommendation	412,000

[1] Proposed for consolidation into a single salaries and expenses account.

The Immediate Office of the Deputy Secretary has the primary responsibility of assisting the Secretary in the overall planning and direction of the Department.

Office of General Counsel

Appropriations, 1990	$6,120,000
Budget estimate, 1991 [1]	6,500,000
House allowance	6,420,000
Committee recommendation	6,420,000

[1] Proposed for consolidation into a single salaries and expenses account.

The General Counsel is the chief legal officer of the Department of Transporation and the final authority within the Department on all legal questions. The General Counsel's Office provides legal services to the Office of the Secretary (including the conduct of aviation regulatory proceedings), coordinates and reviews the legal work of the Chief Counsels' Offices of the operating administrations, and generally performs the full range of legal services involved in administering an executive department with national and international responsibilities.

Office of the Assistant Secretary for Policy and International Affairs

Appropriations, 1990	$8,250,000
Budget estimate, 1991 [1]	8,810,000
House allowance	8,810,000
Committee recommendation	8,500,000

[1] Proposed for consolidation into a single salaries and expenses account. Does not include $1,251,000 and 18 staff-years from proposed consolidation of essential air services office.

The Assistant Secretary for Policy and International Affairs is the chief policy officer of the Department and is in charge of economic regulation of the airline industry. As chief policy officer, he is responsible to the Secretary for analysis, development, articulation, and review of policies and plans for domestic and international transportation. As overseer of airline economic regulations, he is responsible for international aviation programs, airline licensing, airline consumer protection regulations, airline mergers and acquisitions, and route awards and special investigations. The Office is also responsible for the conduct of independent safety reviews on the effectiveness of departmental safety programs. The Assistant Secretary provides departmental leadership and coordination on international transportation policy issues relating to maritime, surface transport, trade, technical assistance, and cooperation programs.

Office of Assistant Secretary for Budget and Programs

Appropriations, 1990	$2,350,000
Budget estimate, 1991 [1]	2,400,000
House allowance	2,390,000
Committee recommendation	2,400,000

[1] Proposed for consolidation into a single salaries and expenses account. This accoount includes the reception and respresentation allowance.

The Assistant Secretary for Budget and Programs is the principal staff adviser to the Secretary on the development, review, and presentation of the Department's budget resource requirements, and on the evaluation and oversight of the Department's programs. The primary responsibilities of this Office are to ensure the effective preparation and presentation of sound and adequate budget estimates for the Department, ensure the consistency of the Department's budget execution with the action and advice of the Congress and the Office of Management and Budget, evaluate the program proposals for consistency with the Secretary's stated objectives, and advise the Secretary of program and legislative changes necessary to improve program effectiveness.

Office of the Assistant Secretary for Governmental Affairs

Appropriations, 1990	$2,300,000
Budget estimate, 1991 [1]	2,255,000
House allowance	2,255,000
Committee recommendation	2,255,000

[1] Proposed for consolidation into a single salaries and expenses account.

The Assistant Secretary for Governmental Affairs is the principal adviser to the Secretary on all congressional and intergovernmental activities and on all Department legislative initiatives and other relationships with Members of the Congress; promotes effective communication with other Federal agencies and regional Department officials, and with State and local governments and national organizations for development of departmental programs; and ensures that consumer preferences, awareness, and needs are brought into the decisionmaking process.

Office of the Assistant Secretary for Administration

Appropriations, 1990	$24,700,000
Budget estimate, 1991 [1]	29,488,000
House allowance	21,745,000
Committee recommendation	22,750,000

[1] Proposed for consolidation into a single salaries and expenses account.

The Assistant Secretary for Administration, the principal adviser to the Secretary on departmental administrative management matters, is responsible for personnel and training, management policy, employment ceiling control system, automated systems policy, administrative operations, real and personal property management, acquisition management, grants management, internal departmental financial systems, and ADP facilities and services.

The Committee has concurred with many of the House's reductions to the administration's request in a number of areas includ-

ing amounts associated with rental payment consolidation, travel, training, supplies, and the addition of two personnel instead of four.

Office of the Assistant Secretary for Public Affairs

Appropriations, 1990	$1,350,000
Budget estimate, 1991 [1]	1,389,000
House allowance	1,389,000
Committee recommendation	1,389,000

[1] Proposed for consolidation into a single salaries and expenses account.

The Assistant Secretary for Public Affairs is the principal adviser to the Secretary and other senior departmental officials and news media on public affairs questions. The Office issues news releases, articles, fact sheets, briefing materials, publications, and audio-visual materials. It also provides information to the Secretary on opinions and reactions of the public and news media on programs and on transportation issues.

Executive Secretariat

Appropriations, 1990	$835,000
Budget estimate, 1991 [1]	918,000
House allowance	918,000
Committee recommendation	918,000

[1] Proposed for consolidation into a single salaries and expenses account.

The Executive Secretariat provides an organized staff service for the Secretary and Deputy Secretary to assist them in carrying out their management functions and facilitate their responsibilities for formulating, coordinating, and communicating major policy decisions. It controls and coordinates internal and external material directed to the Secretary and Deputy Secretary and ensures that their decisions and instructions are implemented.

Contract Appeals Board

Appropriations, 1990	$488,000
Budget estimate, 1991 [1]	508,000
House allowance	508,000
Committee recommendation	508,000

[1] Proposed for consolidation into a single salaries and expenses account.

The primary responsibility of the Board of Contract Appeals is to provide an independent forum for the trial and adjudication of all claims by or against a contractor relating to a contract of any element of the Department, as mandated by the Contract Disputes Act of 1978, 41 U.S.C. 601.

Office of Civil Rights

Appropriations, 1990	$1,315,000
Budget estimate, 1991 [1]	1,353,000
House allowance	1,353,000
Committee recommendation	1,353,000

[1] Proposed for consolidation into a single salaries and expenses account.

The Office of Civil Rights has primary responsibility for assisting the departmental Director of Civil Rights in advising and respresenting the Secretary on civil rights and equal opportunity matters and ensuring full implementation of civil rights and equal opportunity precepts in all of the Department's official actions.

Office of Commercial Space Transportation

Appropriations, 1990	$725,000
Budget estimate, 1991 [1]	
House allowance	725,000
Committee recommendation	

[1] Proposed for funding under a separate account titled "Office of Commercial Space Transportation—Operations and Research," which would include related expenses now covered under the "Transportation planning, research, and development" account.

This office is responsible for licensing and regulating commercial space launches by the private sector. The Committee has provided funding for commercial space activities under a separate consolidated account titled "Office of Commercial Space Transportation—Operations and Research."

Office of Essential Air Service

Appropriations, 1990	$1,727,000
Budget estimate, 1991 [1]	1,251,000
House allowance	1,251,000
Committee recommendation	1,610,000

[1] Proposed for consolidation into the Office of the Assistant Secretary for Policy and International Affairs.

The Office of Essential Air Service has the primary responsibility for determining and guaranteeing the required level of air service to communities eligible to receive essential air service and administering the Air Service Subsidy Program.

The Committee does not agree with the reduction of 11 staff-years from the fiscal year 1990 staff level. This reduction follows the administration's proposal to reduce the payments to air carriers by 23 percent, which is $7,043,000, below the fiscal year 1990 level.

The Committee has provided $1,610,000 for this account which supports 23 full-time equivalents rather than the 18 staff-years as proposed by the administration and provided in the House allowance. This is a decrease from the historical personnel needs of 29 full-time equivalents when the annual subsidy levels exceeded $30,000,000.

Office of the Small and Disadvantaged Business Utilization

Appropriations, 1990	$3,500,000
Budget estimate, 1991 [1]	3,465,000
House allowance	3,465,000
Committee recommendation	3,465,000

[1] Proposed for consolidation into a single salaries and expenses account.

The Office of Small and Disadvantaged Business Utilization has primary responsibility for providing policy direction for small and disadvantaged business participation in the Department's procure-

ment and grant programs, and effective execution of the functions and duties under sections 8 and 15 of the Small Business Act, as amended.

The Committee recommends the requested funding level of $3,465,000 which supports 15 staff-years and allocates $2,600,000 to the Minority Business Resource Center.

Office of Intelligence and Security

Appropriations, 1990	
Budget estimate, 1991	
House allowance	
Committee recommendation	$1,360,000

The Committee has provided $1,360,000 and 15 personnel for the Office of Intelligence and Security. The Office was established in July 1990, in response to the recommendations made by the President's Commission on Aviation Security and Terrorism, to oversee security and intelligence policy and strategic planning for all security initiatives in the Department.

The Committee endorses the creation of this Office and believes there is a clear role for an Office within the Office of the Secretary to coordinate security and intelligence policies and strategies among the modes of transportation and to serve as liaison with other Government intelligence and law enforcement agencies.

TRANSFER AUTHORITY

The Committee has included bill language which allows the Secretary to transfer funds between individual Office of the Secretary appropriations up to a maximum of 5 percent of the total amount provided for each office. The House has included similar bill language.

ADVISORY COMMITTEE CAP

The Committee has included bill language which would limit the total amount to be spent for advisory committees to $1,400,000. This is the same amount provided in fiscal year 1990, when $1,000,000 was included to fund the President's Commission on Aviation Security. The House has recommended an advisory cap level of $350,000. The $1,000,000 included by the Committee for 1991 is to cover expenses of the joint industry/Government advisory committee on intelligent vehicles/highways.

DEPARTMENT APPOINTEES

In addition, the Committee has included bill language, which has been included in previous years, which limits the total number of political and Presidential appointees in the Department of Transportation to 120.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

Appropriations, 1990	$6,748,000
Budget estimate, 1991	4,047,000
House allowance	4,777,000
Committee recommendation	2,947,000

The Office of the Secretary performs those research activities and studies which can more effectively or appropriately be conducted at the departmental level. This research effort supports the planning, analysis, and information development needed to assist the Secretary in the formulation of national transportation policies. The program is carried out primarily through contracts with other Federal agencies, educational institutions, nonprofit research organizations, and private firms. The University Research Program, transferred back to the OST in fiscal year 1985, provides assistance to colleges, universities, and their students to conduct research in the field of transportation. Special emphasis is placed on assisting historically black colleges and universities to take part in transportation research and on aiding minority students in preparing for careers in transportation.

The Committee concurs with the reductions proposed by the House which disallows cost increases over the 1990 funding levels for studies in the regulatory, policy, international, and domestic transportation policy area; the transportation economic policy area; and, the economic impact of intelligent vehicle/highway systems area. These reductions from the request total $1,150,000. Funding is included for a bicycle program manager.

SLEEP RESEARCH

The Committee concurs with the House observation noting the importance of continued study and research on the effects of sleep and fatigue in transportation and the need to use sleep research specialists in conducting such studies.

OFFICE OF COMMERCIAL SPACE TRANSPORTATION—OPERATIONS AND RESEARCH

Appropriations, 1990	
Budget estimate, 1991	$4,517,000
House allowance	
Committee recommendation	4,217,000

The administration has requested a separate appropriation to finance regulatory, research and development, and studies needed to carry out the Secretary's responsibilities as defined in Executive Order 12465 to encourage, facilitate, and promote commercial space launches by the United States private sector and to license and regulate commercial lauches, launch site operations, and certain payloads under the Commercial Launch Act (Public Law 98–575). Prior to 1991, this activity was funded under the transportation planning, research, and development and salaries and expenses appropriations.

The House has provided a total of $2,555,000 for these activities in two separate accounts—$1,830,000 within the "Transportation

planning, research, and development" account and $725,000 within the Office of Commercial Space Transportation.

The Committee concurs with the administration's request to fund all the activities associated with commercial space activities within one office and one account. The Committee provides $4,417,000 for these activities, of which $200,000 is to be derived by user fees.

The House has also included bill language which allows $400,000 in user fees in fiscal year 1991 to be credited to the transportation planning, research, and development appropriation. The Committee has reduced the expected user fee offset to $200,000 which was the amount of user fees originally expected by the administration in its budget proposal; but has credited the offset through bill language to this consolidated account.

The Committee recognizes the varied responsibilities of this Office. The Office advises on diverse policy issues, such as the United States response to a proposed Australian space port using Soviet launch vehicles; the overall question of launch competition from Government subsidized competitors; and the Federal role in the development of State or privately sponsored space ports and space transportation infrastructure in general.

This Office also evaluates the commercial potential for new U.S. technology, such as wing-launched vehicles; analyzes space hardware and facilities worldwide; and, the market for space transportation services. As the prime office dealing with the private sector, it is the primary advocate for U.S. interests domestically and internationally.

WORKING CAPITAL FUND

Appropriations, 1990	$4,441,000
(Limitation)	(137,287,000)
Budget estimate, 1991	10,446,000
(Limitation)	(146,809,000)
House allowance	
(Limitation)	(86,264,000)
Committee recommendation	
(Limitation)	(86,264,000)

The working capital fund [WCF] provides for centralized financing of certain common administrative services (for example, publishing and graphics and computer services) in the interest of economy and efficiency. The fund is reimbursed from the appropriations of the operating agencies of the Department at rates that recover all operating expenses in full.

The bill includes a limitation on the WCF of $86,264,000. This is the same as the House allowance.

The Committee concurs with the House action which reduces the limitation on the working capital fund by $60,545,000. Most of this reduction, as noted by the House in their report, is associated with the consolidation of all departmental rental payments into a single appropriated account.

PAYMENTS TO AIR CARRIERS

Appropriations, 1990	$30,643,000
Budget estimate, 1991	23,600,000
House allowance	23,600,000
Committee recommendation	26,600,000

The Secretary of Transportation administers the section 419 Subsidy Program, which was created as part of the Airline Deregulation Act of 1978. Subsidy under this program is paid to airlines, primarily commuter carriers, to support the provision of essential air service to points that would not be served but for the subsidy.

The Committee recommends $26,600,000 for fiscal year 1991 payments to air carriers, which is $3,000,000 more than the House allowance.

The amount provided reflects the latest DOT current services estimate for the program.

Fiscal year 1991 projection of carriers receiving long-term section 419 compensation and the communities served

Carriers and communities served	*Estimated annual compensation* [1]
Air Midwest: Dodge City, Garden City, Goodland, Great Bend, Hays, KS; Lamar, CO; Fort Leonard Wood, MO; Liberal, KS/Guymon, OK	$2,068,417
Alaska Airlines: Cordova, Gustavus, Petersburg, Wrangell, Yakutat, AK	1,263,815
Aleutian Air: Nikolski, AK	39,570
Alpine Aviation: Moab, UT	172,930
Atlantic Southeast Airlines: Gadsden, AL	290,463
Bemidji Airlines: Mankato, Worthington, MN	440,156
Big Sky Airlines: Glasgow, Glendive, Havre, Lewistown, Miles City, Sidney, Wolf Point, MT; Williston, ND	2,282,802
CCAir: Danville, VA; Beckley, Princeton/Bluefield, WV	442,790
Christman: Elkins, WV	323,952
Continental/Air Micronesia: Rota, Northern Marianas	153,795
Crown Airways: Oil City/Franklin, PA	128,504
Executive Air Charter: Ponce, PR	265,058
Exec Express II: El Dorado/Camden, Harrison, Hot Springs, Jonesboro, AR; Enid, Ponca City, OK; Brownwood, Paris, TX	2,808,751
40-Mile Air: Central, Circle, AK	40,634
GP Express Airlines: Hastings, Kearney, McCook, Alliance, Chadron, Grand Island, North Platte, Scottsbluff, NE	2,352,950
Great Lakes Aviation: Fairmont, MN; Ironwood, MI/Ashland, WI; Manistee/Ludington, MI; Ottumwa, IA; Yankton, SD; Iron Mountain/Kingsford, MI; Marinette, WI/Menominee, MI	961,562
Gulf Air Taxi: Cape Yakataga, Icy Bay, AK	45,794
Harbor Air Service: Seward, AK	53,331
Horizon Air: Ephrata/Moses Lake, WA	163,355
Jet Express: Clarksburg/Fairmont, Morgantown, WV; Hot Springs, VA	884,129
MarkAir Express: Lazy Bay/Alitak, Amook Bay, Kitoi Bay, Moser Bay, Olga Bay, Parks/Uyak, Port Bailey, Port Williams, San Juan/Uganik, Seal Bay, Terror Bay, West Point, Zachar Bay, AK	181,021
Mesa Airlines: Cortez, Alamosa, CO; Alamogordo/Holloman AFB, Hobbs, Santa Fe, Clovis, Silver City/Hurley/Deming, NM; Worland, WY; Kingman, AZ	1,196,857
Mesaba Aviation: Brookings, Huron, Mitchell, SD; Devils Lake, Jamestown, ND	887,564
Metro Air Northeast: Massena, Ogdensburg, NY	476,265
Peninsula Airways: Atka, St. George, AK	485,149
Reeve Aleutian Airways: Port Heiden, Sand Point, AK	603,999
Rocky Mountain Airways: Pierre, SD	371,165
Ryan Air Service: Nyac, AK	7,068
Skymaster: Laconia, NH	272,384
SkyWest Airlines: Cedar City, Vernal, UT; Page, AZ; Ely, NV	960,610
Sportsman Flying Service: May Creek, McCarthy, AK	18,228

Fiscal year 1991 projection of carriers receiving long-term section 419 compensation and the communities served—Continued

Carriers and communities served	*Estimated annual compensation* [1]
Ward Air: Chatham, Funter Bay, AK	6,558
WestAir Airlines: Crescent City, Merced, CA	465,181
Wings of Alaska: Elfin Cove, AK	11,048
Subtotal of long-term rates	21,115,855
Expected subsidy rate adjustments and carrier selections in fiscal year 1991 [1]	2,684,145
Estimated fiscal year 1991 hold-in compensation	2,800,000
Total (current program)	26,600,000

[1] Estimated annual compensation reflects rates negotiated as of June 28, 1990.

The Committee has provided the resources necessary to fund the program at a current services level as estimated by the Department. The Committee has not included the funding estimated necessary for higher service levels. The Committee views as highest priority, the provision of sufficient funding to continue the basic EAS program so that supplemental funding is not required as it was in fiscal year 1989. Since the reauthorization of EAS in 1987, no service upgrades, enhanced service, or service to new points has been provided. In view of overall budget constraints, it is difficult to justify expansion or enhancements at this time.

In response to questions asked of the Department on the effect of their proposed reduction for this program, they responded that the budget cut translates to the elimination of 8 to 12 points from the program, assuming that the cuts would be implemented on October 1, 1990; and, that the Department would consider communities' relative isolation and their subsidy-per-passenger costs as the major eligibility criteria for continued service.

The Committee has provided sufficient funding for 1991 to continue the existing program as is, with no communities' service being eliminated.

Rental Payments

Appropriations, 1990 [1]	$107,668,000
Budget estimate, 1991 [1]	119,444,000
House allowance	107,668,000
Committee recommendation	107,668,000

[1] Rental payments were budgeted in the individual appropriations accounts rather than in one consolidated account.

The House has included rental payments to the General Services Administration [GSA] as a separate line-item appropriation in the bill. This is the first year that payments to the GSA for headquarters and field space rental and related services has been consolidated into one account. This action was taken because of the extraordinary increases that have been levied on the Department in recent years, including a 23.6-percent increase from fiscal year 1989 to fiscal year 1990 and a requested increase of 10.9 percent for fiscal year 1991.

The Committee concurs with the House initiative and has provided $107,668,000 for rental payments which is the same as the House allowance and the level provided for fiscal year 1990. The

following table shows GSA rental payments for fiscal years 1989, 1990, and 1991.

Each of the individual accounts listed in the table have been reduced by the fiscal year 1991 request amount to reflect the consolidation.

GSA RENTAL PAYMENTS

[Dollars and square feet in thousands]

Mode/account	Fiscal year 1989 actual		Fiscal year 1990 estimated		Fiscal year 1991 estimated	
	Payments	Square feet	Payments	Square feet	Payments	Square feet
FHWA:						
Limitation on General Operating Expenses	$11,501	857	$13,739	866	$14,234	866
Motor carrier safety	2		288	25	295	25
Subtotal	11,503	857	14,027	891	14,529	891
NHTSA:						
Operations and research (GF)	2,268	99	2,759	99	2,870	99
Operations and research (TF)	1,046	46	1,194	45	1,234	46
Highway traffic safety gr. (Trns. to O&R)	175	8	175	8	175	8
Subtotal	3,489	153	4,128	153	4,279	153
FRA:						
Office of the Administrator	1,181	70	1,415	70	1,415	70
Railroad safety [1]	1,176	64	1,278	68	1,504	70
Railroad research and development [1]	76	4	82	4	87	4
Subtotal	2,433	138	2,775	142	3,006	144
UMTA: Administrative expenses	2,447	111	2,986	110	3,062	110
FAA: Operations [1]	29,939	2,487	38,011	2,717	45,406	3,133
USCG:						
Operating expenses	23,019	1,707	28,746	1,768	31,353	1,856
Reserve training	630	150	650	150	680	150
Research, development, testing and evaluation	444	80	460	80	518	80
Subtotal	24,093	1,937	29,856	1,998	32,551	2,086
SLSDC: Operations and maintenance [1]	132	6	157	6	163	6
OIG: Salaries and expenses	1,675	91	2,000	97	2,112	97
RSPA:						
Research and special programs	799	39	1,079	39	1,214	39
Pipeline safety	296	15	419	15	433	15
Subtotal	1,095	54	1,498	54	1,647	54
OST:						
Salaries and expenses	5,172	232	6,065	188	6,352	188
Working capital fund	5,157	243	6,093	256	6,337	256
Commission on Aviation Security and Terrorism			72	4		
Subtotal	10,329	475	12,230	448	12,689	444
DOT Total (Excl. reimbursements, MARAD, and ICC)	87,135	6,309	107,668	6,615	119,444	7,118

[1] Corrects amounts as shown in President's Budget.

COMMISSION ON AVIATION SECURITY AND TERRORISM

Appropriations, 1990	$1,000,000
Budget estimate, 1991	
House allowance	
Committee recommendation	

The President's Commission on Aviation Security and Terrorism established by Executive Order 12686, August 4, 1989, completed its work and submitted its report May 15, 1990.

COAST GUARD

SUMMARY OF FISCAL YEAR 1991 PROGRAM

The U.S. Coast Guard, as it is known today, was established on January 28, 1915, through the merger of the Revenue Cutter Service and the Lifesaving Service. In 1939, the U.S. Lighthouse Service was transferred to the Coast Guard, followed by the Bureau of Marine Inspection and Navigation in 1942. The Coast Guard has as its primary responsibilities the enforcement of all applicable Federal laws on the high seas and waters subject to the jurisdiction of the United States; promotion of safety of life and property at sea; assistance to navigation; protection of the marine environment; and maintenance of a state of readiness to function as a specialized service in the Navy in time of war (14 U.S.C. 1, 2).

The Committee recommends a total program level of $3,399,608,000 for the activities of the Coast Guard in fiscal year 1991. The following table summarizes the Committee's recommendations:

[In thousands of dollars]

Program	Fiscal year 1990 level	Budget request	House allowance	Committee recommendations
Operating expenses	[1] $1,910,250	$2,391,351	[5] $2,352,000	[6] $2,351,103
Acquisition, construction, and improvements	[2] 444,164	419,536	391,994	[7] 450,411
Coast Guard "Environmental compliance and restoration" account		[3] 7,000	21,500	22,000
Alteration of bridges	2,323	6,353	3,747	3,747
Retired pay	420,800	437,300	437,300	437,300
Reserve training	71,614	78,932	74,306	74,306
Research, development, test, and evaluation	20,465	23,000	24,800	25,741
Boat safety	29,910	30,000	35,000	35,000
Total	[4] 2,899,526	3,387,119	3,340,647	[7] 3,399,608

[1] Excludes $140,000 in the Fiscal Year 1990 Department of Defense Appropriation Act and $160,000 by transfer. Excludes $7,500 transferred to acquisition, construction and improvements.
[2] Excludes $413,000 provided in the Fiscal Year 1990 Department of Defense Appropriation Act.
[3] Includes activities formerly funded in the "Acquisition, construction and improvements" account.
[4] $3,119,526 includes $300,000 from DOD.
[5] Assumes DOD contribution of $160,000,000.
[6] Assumes DOD contribution of $300,000,000.
[7] Includes $18,015,000 in reprogramming authority.

COAST GUARD MISSIONS

The Committee has provided funding for 880 military and civilian positions, 316 above the President's budget request, in recognition of existing and new demands being placed on the Coast Guard.

The Coast Guard's many missions share the common thread of protecting life and property at sea and preserving the marine environment. Coast Guard missions promote a safe, secure, and efficient link to global markets and among domestic markets. As our Nation's maritime law enforcement agency, the Coast Guard leads our Nation's efforts in interdicting drugs entering this country by sea. The Coast Guard has thus far met its many challenges well in fiscal year 1990, the Coast Guard's bicentennial year. The Committee commends the commanders and crews of Coast Guard aircraft, vessels, and shore units for their resolve and dedication.

Fiscal year 1990 began with the Coast Guard continuing relief and reconstruction efforts throughout the Greater Antilles and in South Carolina in the wake of the devastating path of Hurricane Hugo in late September 1989. On the west coast, cleanup efforts stemming from the *Exxon Valdez* oilspill continued in Alaska while the Coast Guard was called into action following the October 17, 1989, earthquake in the San Francisco Bay area. Coast Guard men and woman assisted in restoring order to the region's transportation system: bridges and ferries were inspected; safety zones were established; and rescue workers were airlifted.

During the first 6 months of this calendar year, cocaine seizures were up 234 percent; hashish seizures totaled 12,700 pounds. The Coast Guard cutter *Cushing* made the largest maritime cocaine bust recorded when the crew seized the Panamanian freighter *Zedom Sea* in October 1989; 11,500 pounds of cocaine were discovered in containers on board the vessel.

Given an inadequate level of personnel and equipment, the Coast Guard's response to the recent spate of oilspills was usually prompt and well organized. The successful response to the 400,000-gallon oilspill from the tanker *American Trader* on February 7, 1990, off the southern California coast, demonstrated the resolve of the Coast Guard to respond in a timely and effective manner. Coast Guard capabilities in the Port of New York were stretched to their limit in the face of numerous destructive oilspills. On March 6, 1990, the crew of the Coast Guard cutter *Sturgeon Bay* exhibited extraordinary heroism in nosing up to a burning tanker, the *Cibro Savannah,* and extinguishing a raging fire, thus preventing a potential spill of over 4 million gallons. In the face of this and other far-too-numerous incidents which endangered public safety, the environment, and the quality of life, the Committee has made the financing of the pending oil pollution prevention, response, liability and compensation bill the cornerstone of this year's funding enhancements for the Coast Guard.

OIL POLLUTION PREVENTION, RESPONSE, LIABILITY AND COMPENSATION

The Oil Pollution Prevention, Response, Liability and Compensation Act of 1989 passed the Senate on November 19, 1989, and has been in conference since February 7, 1990. The Committee has reviewed the resource requirements of the pending legislation and is recommending $52,214,000, which is $41,012,000 more than the President's budget request and $25,062,000 more than the House allowance. In testimony before this Committee, the Coast Guard noted that the administration has existing authority to implement

85 percent of the requirements of the pending legislation. However, despite numerous public statements by the President and the Secretary as to the critical importance of oilspill readiness, the administration has not submitted a budget request that begins to meet this need, calling the sincerity of these public statements into question.

The amounts recommended by the Committee will enable the Coast Guard to manage claims against the new oilspill trust fund; promulgate regulations and commence studies improving tanker navigation safety and pollution prevention; pre-stage pollution response equipment; and strengthen strike team capability including the establishment of a new strike team and a national response unit.

The Committee concurs with the House and recommends continuation of language making all funds for operating expenses available to respond to oilspills. The following table summarizes the Committee's recommendations:

Atlantic strike team.—The Committee's recommendation includes $6,900,000 to establish a new Atlantic strike team in New Jersey. In testimony before the Committee on the Coast Guard's fiscal year 1991 budget request, the Commandant noted that over the course of the preceding year, the Coast Guard's strike team in Mobile, AL, was required to respond to a total of 23 significant oilspills, 9 of which were in the New York/New Jersey Harbor and Delaware River areas. No other area has called upon the resources of the current Mobile strike team as frequently as the New York/New Jersey area. Response time to these spills was often in excess of 12 hours.

In determining the best location to stage a strike team, the Coast Guard considers: response time; proximity to all modes of transportation; amounts of oil and chemicals in transit or in storage; and spill history. The location of a strike team in New Jersey meets all of the staging criteria established by the Coast Guard.

There is a long and unfortunate history of significant oilspills in the New York/New Jersey and Delaware River areas. Over 70 percent of oil entering the U.S. eastern seaboard is shipped through the Delaware River. In a January 1990 report, the General Accounting Office found severe inadequacies in the availability of resources and personnel to respond to oilspills in both the New York/New Jersey and Delaware Bay port areas. With the establishment of this new strike team, response times to a spill in Newark Bay or Marcus Hook on the Delaware River can be reduced from up to 12 hours to 2 hours or less. This new strike team shall be charged with responding to oilspill incidents throughout the Northeastern United States and will serve to lower the strike team response time for the entire region.

The Committee's recommendation for funding of the oilspill bill is as follows:

	Budget request	House allowance	Committee recommendation
Operating expenses	$3,452,000	$16,152,000	$18,989,000
Acquisition, construction and improvements	7,000,000	7,000,000	29,225,000

	Budget request	House allowance	Committee recommendation
Research, development, test, and evaluation	750,000	4,000,000	4,000,000
Total	11,202,000	27,152,000	52,214,000

The amount recommended will provide for an additional 319 military and civilian positions, including 10 additional positions for research, development, test, and evaluation, 259 more than the administration's budget request.

The recommended funding for operating expenses to implement the pending legislation include the following:

OPERATING EXPENSES

Issue	Positions	Miscellaneous expenses
Oilspill trust fund administration	[1] 37	$150,000
Merchant mariner licensing and document renewal	[2] 43	700,000
Navigation safety and pollution prevention studies and rulemakings	13	3,220,000
Federal responsibility:		
Local contingency plans	[3] 48	90,000
Vessel/facility response plans	28	
Regulation and implementation	2	500,000
Strike teams:		
Enhance existing teams	19	1,500,000
New Atlantic strike team—New Jersey	42	500,000
National response unit (including response equipment inventory)—North Carolina	22	605,000
District response groups	53	200,000
Miscellaneous provisions	2	845,000
User fee report		
Research and development council		
Pilotage study		
Total	[4] 309	8,310,000
Total operating expense recommendation		18,989,000

[1] Includes 7 positions in President's budget request.
[2] Included in President's budget request.
[3] Includes 40 positions, funds for which are included in President's budget request with no positions provided. The Committee has provided these positions.
[4] 259 positions above President's budget request.

The recommended funding for acquisition, construction, and improvements to implement the pending oilspill legislation include the following:

Acquisition, construction, and improvements

Oilspill trust fund administration	$2,000,000
National strike force [1]	7,000,000
National response unit	1,725,000
Oilspill response equipment inventory	500,000
Prestaged equipment	18,000,000
Total	29,225,000

[1] Included in President's budget.

COAST GUARD RESPONSIVENESS

Last year's report voiced concern that the Coast Guard was neither timely nor responsive in supporting its budget request before the Committee. Unfortunately, there continues to be room for improvement in the Coast Guard's performance in answering the Committee's official hearing questions in a timely manner. Rather than providing answers to the Committee's fiscal year 1991 hearing questions in official form and within the prescribed deadline, the Coast Guard submitted unofficial answers in incremental fashion over many weeks. In a number of instances, these unofficial answers failed to answer the question posed.

The Coast Guard did not provide its formal answers to the Committee's hearing questions in the proper format until 8 weeks after the formal due date. As a result of these delays, the Committee will not benefit from a printing of this year's hearings before consideration of the fiscal year 1991 appropriations bill; a circumstance that disadvantages the Committee, the Coast Guard, the other DOT agencies, and the public.

The Committee does not attribute these shortcomings to any individual divisions or officers within the Coast Guard. It is clear that many individuals worked extremely hard to overcome an organizational structure that is not conducive to responding to the Committee's official questions in a timely manner. The Coast Guard's record in this area stands in stark contrast to its extraordinarily successful efforts in helping Committee members deal with oilspills or other State-based concerns. The Committee is hopeful that the new Coast Guard leadership will take the necessary actions to rectify this problem.

BUDGET JUSTIFICATION IMPROVEMENTS

The Committee again wishes to call attention to needed improvements in the Coast Guard's budget justifications. While efforts have been made to improve these documents, the format used still does not provide adequate support of individual line item requests or allow for regular review of the geographical nature of Coast Guard expenditures. While the 1991 budget justification seeks to better reflect funding amounts in the base from prior years, problems persist. Base funding amounts were not provided for all budget requests. Where base amounts were provided, information generally lacked sufficient geographic and programmatic detail to be of optimal value and often failed to accurately identify the full costs of several programs such as readiness exercise planning and support; personnel and related costs for acquisition, construction and improvements; the waterways analysis and management system [WAMS]; and the new identification card program.

This manner of display leaves the Committee in the position of primarily reviewing requests for individual line items above the base without sufficient knowledge or appreciation of base expenditures for specific activities. Since the Committee is called upon to appropriate the full level of the budget request, rather than the annual increment above the previous year's level, the Committee expects to be fully informed of all Coast Guard expenditures in the base. The Committee asks that the Coast Guard continue its efforts

to restructure its accounting systems and program budget to allow full justification of all Coast Guard expenditures. Such information would be valuable, not only to the Committee but to senior Coast Guard managers as well.

The Committee wishes to echo the views of the House Committee in asking that all personnel costs be adequately identified in both the "Operating expenses" and the "Acquisition, construction and improvements" accounts, and that the operations and maintenance costs of major operating facilities and equipment be provided. Such information is customarily provided in the budget justification for other agencies.

Operating Expenses

Appropriations, 1990	$1,910,250,000
Budget estimate, 1991	2,391,351,000
House allowance	[1] 2,192,000,000
Committee recommendation	[2] 2,051,103,000

[1] Anticipates DOD contribution of $160,000,000.
[2] Anticipates DOD contribution of $300,000,000.

The "Operating expenses" appropriation provides funds for the operation and maintenance of multipurpose vessels, aircraft, and shore units strategically located along the coasts and inland waterways of the United States and in selected areas overseas.

The program activities of this appropriation fall into the following categories:

Search and rescue.—One of its earliest and most traditional missions, the Coast Guard maintains a nationwide system of boats, aircraft, cutters, and rescue coordination centers on 24-hour alert.

Aids to navigation.—To help the mariner determine his location and avoid accident, the Coast Guard maintains a network of manned and unmanned aids to navigation along our coasts and on our inland waterways, and operates radio stations in the United States and abroad to serve the needs of the armed services and marine and air commerce.

Marine safety.—The Coast Guard insures compliance with Federal statutes and regulations designed to improve safety in the merchant marine industry and operates a recreational boating safety program.

Marine environmental protection.—The primary objectives of this program are to minimize the dangers of marine pollution and to assure the safety of U.S. ports and waterways.

Enforcement of laws and treaties.—The Coast Guard is the principal maritime enforcement agency with regard to Federal laws on the navigable waters of the United States and the high seas, including fisheries, drug smuggling, illegal immigration, and hijacking of vessels. Drug law enforcement now consumes the largest amount of operating expenses resources.

Ice operations.—In the Arctic and Antarctic, Coast Guard icebreakers escort supply ships, support research activities and Department of Defense operations, survey uncharted waters, and collect scientific data. The Coast Guard also assists commercial vessels through ice-covered waters.

Defense readiness.—During peacetime the Coast Guard maintains an effective state of military preparedness to operate as a service in the Navy in time of war or national emergency at the direction of the President. As such the Coast Guard has primary responsibility for the security of ports, waterways, and navigable waters up to 200 miles offshore.

Headquarters administration.—The headquarters administration activity provides executive direction and servicewide administrative support at the headquarters location of the Coast Guard.

MARINE ENVIRONMENTAL PROTECTION ACTIVITIES

The Committee calls attention to a change in definition of the Marine Environmental Protection Program. In the Committee's view, this category should no longer include ports and waterways security activities and environmental compliance activities. While environmental compliance activities are now funded under a separate account, ports and waterways security activities might better be reflected under the defense readiness category. The Committee expects all future budget justifications for operating expenses, acquisition, construction and improvements, and research and development to exclude ports and waterways security, maritime defense zone preparedness planning, or other defense preparedness activities from its presentation of expenditures for marine environmental protection.

COMMITTEE FUNDING RECOMMENDATION

The Committee recommendation for Coast Guard operating expenses is $2,351,103,000 including $300,000,000 to be transferred from the Department of Defense, and including $35,000,000 from the "Boat safety" account. This is $6,105,000 more than the budget estimate after transfers of rental payments and environmental compliance expenses are accounted for.

After adjusting for anticipated DOD contributions and transfers of GSA contributions and environmental compliance expenses, the Committee recommendation provides an increase of $187,156,000 (8.6 percent) over 1990 appropriations to date.

The Committee allowance assumes that $300,000,000 shall be made available to the Coast Guard from the Department of Defense in 1991, in furtherance of the Coast Guard's national defense responsibilities, including law enforcement and drug interdiction. The Committee allowance includes $602,600,000 for drug enforcement activities, $35,600,000 more than the fiscal year 1991 level. The allowance also includes $197,000,000 for marine environmental protection activities, $28,533,000 more than the fiscal year 1990 level.

Included in the allowance are the following adjustments to the budget:

GSA rent	−$31,353,000
Environmental compliance (funds included under separate appropriation)	−15,000,000
Subtotal, appropriations accounting	−46,353,000
Mandated initiatives	−369,000

378-Foot WHEC FRAM recrewing	−3,984,000
Reduction in vessel fleet operating and maintenance expenses	−569,000
Restore one-time fiscal year 1990 reductions	−6,263,000
Operate gulf coast land based AEROSTATS	−2,000,000
Slippages in commissioning new equipment and facilities	−589,000
Night vision goggles	−2,300,000
Improve 110-foot *Island* class patrol boat [WPB] squadron deployability	−300,000
Readiness exercise planning and support	−300,000
Investigations program improvement	−178,000
HH–65A aircraft LTS–101 engine maintenance	−5,200,000
Fast coastal interceptor boats	−1,493,000
Total, reductions	−23,545,000
Oilspill prevention, preparedness and response enhancements (including $3,452,000 requested in the budget will provide a total of $18,989,000)	+15,537,000
Shore facilities rehabilitation and maintenance	+2,300,000
Vessel traffic service [VTS], personnel enhancements	+1,200,000
Health care funding	+1,800,000
Recreational boating census	+50,000
Fisheries enforcement	+6,263,000
Augment field shore units supporting LEDETS for the war on drugs	+1,000,000
Coastal pollution	+1,500,000
Total, increases	+29,650,000

The amount provided excludes funding for GSA rental payments. Adequate funding for rental payments has been provided under a separate account in the Office of the Secretary. Funds for environmental compliance have been included in the consolidated "Coast Guard environmental compliance and restoration" account.

New identification card system.—The Coast Guard has requested $369,000 to replace the existing manually processed identification card system with a new computer-generated ID card system to be utilized by the Department of Defense. This new system will replace the existing program for which funding is already included in the operating base. The Committee does not find a funding requirement over and above the amounts already contained in the base to finance the conversion to this new system.

Restore one-time fiscal year 1990 reductions.—The Coast Guard's operating budget, like the budget for all other Federal agencies, was reduced in fiscal year 1990 in accordance with the Gramm-Rudman-Hollings Deficit Control Act, Public Law 99–177. The Coast Guard budget now requests that $41,750,000 be provided in fiscal year 1991 to restore one-time fiscal year 1990 reductions. Unlike the other budget line items which seek funding over the fiscal year 1990 base for specified initiatives or identifiable requirements (for example, annualization of the pay raise) this request seeks almost 25 percent of the increased funds sought for operating expenses with little justification.

Elsewhere in this report, the Committee notes that while the Coast Guard has made efforts to justify its requests for funding above the prior year's base, it is unable to provide adequate documentation on the use of base expenditures. In the case of this line item, the Coast Guard has not provided adequate justification for funding sought above the base. Inquiries made by the Committee regarding this line item did not reveal a detailed justification for

projects and purposes that totaled the amount requested. The Committee does not doubt that a considerable percentage of this request is necessary, even though the Coast Guard was able to execute its missions without these resources in fiscal year 1990. The Committee has provided 85 percent of the amount requested but cautions that it expects all future budget requests, especially requests of this size above the base, to be fully justified, specifying in detail how such funding will be utilized by purpose, activity, project, and location.

378-foot high endurance cutter FRAM recrewing.—The Coast Guard originally requested $4,519,000 to provide crews for 378-foot high endurance cutters completing fleet rehabilitation and modernization [FRAM] in fiscal year 1991. The Committee has determined that the 378-foot high endurance cutter recrewing schedule has been revised, requiring personnel dollars later in the fiscal year than previously anticipated. This slippage is due to the acceleration of the schedule to decommission the 11th and 12th cutters for renovation and modernization. The Committee has further adjusted the request to account for the billets previously assigned to the buoy tender *Mesquite* which remain in the base and can be available for FRAM recrewing. Accordingly, the Committee has further reduced the request by $1,400,000, 80 percent of the personnel costs of the *Mesquite.*

Reduction in vessel fleet operating and maintenance expenses.—Following the loss in the winter of fiscal year 1990 of the buoy tender *Mesquite,* Coast Guard operating and maintenance expenses for its fleet of ships was reduced by $569,000. However, these funds remain in the base and are available for other activities in fiscal year 1991.

Operate gulf coastal and land based AEROSTATS.—The Coast Guard requested $2,000,000 for the operation of new land based AEROSTATS. It now appears that the planned installation of the land-based AEROSTATS has been delayed 9 to 12 months because of contractual difficulties experienced by the U.S. Customs Service—Customs is the agency responsible for the acquisition and contracting of the land-based AEROSTAT program. The revised schedule calls for full implementation of the program in first quarter fiscal year 1992. The Committee understands that until such time as the gaps in fixed radar coverage are filled, a combination of airborne and ground based radar systems will provide necessary surveillance coverage.

Slippages in commissioning new equipment and facilities.—The following facilities for which operating expenses have been requested will not be completed until fiscal year 1992 or later: Station Lake Worth Inlet relocation; Air Station Clearwater—SEUS phase II; Station Cortez; Group Long Island Sound, boat maintenance facility; Station New Haven, support building; Station Depoe Bay—facilities upgrade; Coast Guard yard flammable storage building; and Coast Guard yard acid cleaning building.

Night vision goggles.—The Committee has not provided funding for the night vision goggles project.

Improve 110-foot Island class patrol boat [WPB] squadron deployability.—The 110-foot *Island* class patrol boat [WPB] squadron are relatively new cutters and have met present mission commit-

ments. No funding has been provided as the Committee has determined that additional maintenance personnel to improve squadron deployability would be better employed commencing fiscal year 1992.

Readiness exercise planning and support.—The Committee concurs with the House to continue funding for military readiness exercise planning and support at the fiscal year 1990 level of $885,000.

Investigations program improvements.—Current workload data for the investigations program provided to this Committee indicate that sufficient personnel are assigned to this program. The staffing analysis provided in support of this request was based on a standard personnel work-year of 1,384 hours instead of the approximately 1,700 hours used by most Federal agencies. The normal standard work-year accounts for leave and training. The staffing analysis substantiating this request inappropriately further reduced the standard personnel work-year for leave and training such that the total investigative hours assumed to be available underestimate full time equivalent workload availability.

Fast coastal interceptor boats.—The Committee concurs with the House that the fast coastal interceptor boats are neither an effective interdiction resource nor an effective deterrent to drug smugglers. Accordingly, the Committee has reallocated the $1,493,000 requested for the continuing operation of these fast boats to other drug interdiction and law enforcement activities.

Shore facilities rehabilitation and maintenance.—The Committee has taken note of the significant deterioration in Coast Guard shore facility structures and equipment. The Coast Guard has a backlog of minor shore facilities and maintenance projects totaling approximately $403,000,000 for over 5,600 projects. The Committee has added $2,300,000 for shore rehabilitation and maintenance above the President's budget request.

Health care.—The Committee has added $1,800,000 above the President's budget for improved health care. It has become increasingly difficult to ensure quality health care for Coast Guard personnel; rising costs in health care have outpaced the rate of inflation. Due to the geographic isolation of many Coast Guard units and closings of DOD health care facilities the Coast Guard has been faced with health care funding shortfalls. To address these concerns, the Coast Guard has commissioned a study which will make recommendations to improve the effectiveness and efficiency of the health care program. The Committee looks forward to reviewing the study and working with the Coast Guard to meet the health care needs of Coast Guard personnel.

Recreational boating census.—The Committee has provided funds to the Coast Guard to conduct a recreational boating census of Lake Champlain. In conducting the study, the Coast Guard shall work with the Vermont State Police and the New York Parks and Recreation Law Enforcement Division. The census is in support of efforts to abate and prevent pollution of Lake Champlain.

DRUG INTERDICTION

The Committee has provided $1,000,000 for 50 full-time positions to augment coastal and inland stations and field offices supporting drug interdiction law enforcement detachments [LEDETS] deployed in the 7th, 8th, and other Coast Guard Districts and on naval vessels. The Navy anticipates a dramatic increase in the number of drug interdiction patrols which may result in a need for additional Coast Guard LEDETS. The Coast Guard has provided many LEDETS out of hide, by ordering in law enforcement qualified personnel from throughout the Coast Guard for temporary assignment to these districts for LEDET duty. The need for these LEDET's has detracted from other Coast Guard missions and has placed a burden on individual Coast Guardsmen. In providing these personnel, for LEDET's, the resulting demand on inland and coastal shore units should be minimized.

VESSEL TRAFFIC SERVICE, PERSONNEL ENHANCEMENT

The Committee has added $1,200,000 above the President's budget request for 18 full-time positions to develop, implement, and manage an expanded vessel traffic services [VTS's] program. The vessel traffic service in New York and New Jersey is being reestablished and is scheduled to commence operation in December 1990. Funding for phase II of this project is provided under the "Acquisition, construction and improvements" account. Vessel traffic services in the Puget Sound in Washington; Prince Williams Sound in Alaska; San Francisco, CA; and, Houston, TX, are being upgraded. Reestablishment of a VTS in New Orleans, LA, is under study.

HOMEOWNERS ASSISTANCE PROGRAM

The Coast Guard has requested $100,000 to compensate personnel for losses incurred on the sale of installation closures or reductions, or A-76 actions. The Coast Guard has not identified pending reductions or A-76 actions and has assured the Committee that no closures are planned. While the Committee supports this program and has provided the requested level of funding, the Committee believes that these expenses should be considered in cost/benefit determinations and funded through captured savings.

COASTAL POLLUTION

The Committee has provided $1,500,000 for 50 full-time personnel to increase the Coast Guard's pollution prevention investigation efforts under the MARPOL treaties, the Shore Protection Act, and the Ocean Dumping Ban Act. The Committee notes that the Coast Guard has only 37 full-time investigators for its commercial vessel safety, marine environmental protection, and port safety programs. The Committee was alarmed to learn during testimony before this Committee, that of 44 citations issued for the illegal discharge of plastic in violation of annex V to the MARPOL treaty, every violation but one had come out of the 7th and 8th Coast Guard Districts. Coast Guard enforcement and investigation efforts have been spotty at best and limited in part by the lack of dedicated resources.

The Coast Guard has assured this Committee that greater attention will be focused on this program. The Committee is encouraged by the new rules the Coast Guard has recently promulgated expanding the prohibition of the discharge of plastics and garbage at sea by commercial vessels, offshore platforms, and recreational boats. Given the importance the Committee attaches to this initiative, three-quarter year funding for personnel has been provided. Likewise, the Committee has provided three-quarter year funding for many of the personnel associated with the oilspill bill. The Committee expects to annualize these position in fiscal year 1992.

PERMANENT CHANGES OF STATION

The Committee has fully funded the $2,900,000 budget request for the congressionally mandated increased household goods weight allowance, and the requested $1,354,000 increase for the transportation of household goods incident to permanent changes of station. The Committee is concerned, however, with the escalating costs associated with the relocation of Coast Guard personnel. The Committee requests that the Coast Guard reexamine permanent change of station policy to reverse the trend in escalating costs. The Coast Guard testified that it makes every effort to maximize tour lengths to provide stability for its people and keep moving costs to a minimum. The Committee is concerned that tour length policies may not provide for the stability of its people and the continuity of its programs. As indicated in the following table, average actual fiscal year 1989 tour lengths reported by the Coast Guard, are less than 2.5 years:

Officers	*Years*
Warrant officers	2.9
Lieutenant and below	2.0
Lieutenant Commander and above	2.4
Junior enlisted	1.25
Senior enlisted	2.6

FISHERIES ENFORCEMENT

The Committee is encouraged by the signing of the high seas driftnet agreements which will enhance the Coast Guard's ability to detect and identify vessels in violation of fisheries laws.

The Coast Guard is in the process of installing surface search radar on some of its surveillance aircraft, and is testing forward looking infrared radar [FLIR] on its aircraft. These systems could improve the Coast Guard's ability to locate and identify for boarding, fishing vessels operating illegally in the dark of night and in reduced visibility. The Committee has provided $6,263,000 to the Coast Guard to increase its aircraft and cutter programs for more aggressive monitoring and enforcement programs targeting illegal fishing activity in the Bering Sea and in the North Pacific and Atlantic Oceans. The Committee expects to monitor resource hours and enforcement actions in this program.

DOLPHIN HELICOPTER ENGINES

On July 10, 1990, Textron Inc. entered into a civil settlement with the Coast Guard resulting from a whistleblower lawsuit under

the *qui tam* provision of the False Claims Act. For many years, the Coast Guard's fleet of HH-65 Dolphin helicopters has suffered from inadequate engine performance by Lycoming's LTS-101 engine. Excessive maintenance staff-hours have been expended to maintain the engines and the Coast Guard has been required to cannibalize engines normally in service to maintain only the minimal level of readiness required for Coast Guard missions. Under the conditions of the settlement, Textron Lycoming will pay the Coast Guard approximately $14,000,000 to compensate for illegitimate past payments to the contractor. The Coast Guard will utilize these funds for expenditures related to the ongoing maintenance of the LTS-101 engines. Given that the Coast Guard's inventory of available spare parts has been dangerously depleted as a result of the excessive requirements of the LTS-101, the Committee has not taken any action to adjust the Coast Guard's operating expenses base and expects this unexpected revenue to be used to replenish the spare parts inventory.

The court settlement also requires Lycoming to assume maintenance responsibility of the Coast Guard's LTS-101 engine fleet, providing serviced and available engines on a power-by-the-hour basis. The Coast Guard will pay Lycoming a fee of roughly $86 per engine flight hour compared to current Coast Guard engine maintenance costs of more than $140 per engine flight hour. The Committee has reduced the budget request by roughly one-half the level of anticipated fiscal year 1991 savings that will result from this arrangement. The Committee has allowed roughly one-half the anticipated savings to remain in the base, recognizing that much of the cost of maintaining the LTS-101 engines in the past has been borne on the backs of overworked Coast Guard airmen and mechanics.

DEFENSE READINESS

The President's budget for fiscal year 1991 anticipates that operating expenses for the defense readiness mission will increase by $13,700,000 or 12.6 percent above fiscal year 1990 level. The President's budget request was developed before the dramatic changes witnessed in the Soviet Union and Eastern Europe. When asked by the Committee whether changes have been implemented in the Coast Guard's maritime defense zone responsibilities in light of recent world events, the Coast Guard noted that "The Chairman, Joint Chiefs of Staff [CJCS], has not published a new joint strategic capabilities plan [JSCP], so there have been no changes to the supporting plans and the tasking which supports those plans since the Coast Guard Wartime tasking study approved in 1981." The Committee understands that the Navy and the Coast Guard will be meeting to discuss these matters in August of this year.

Data provided to the Committee reveal that many of the resources dedicated to the defense readiness mission during the defense buildup of the 1980's were internally reallocated by the Coast Guard from other critical programs. The Committee looks forward to working with the Coast Guard to balance its important defense readiness mission against other pressing national priorities.

COAST GUARD OPERATIONS COMPUTER CENTER

The Committee has fully funded the $3,800,000 request in the President's budget to establish and operate the Coast Guard Operations Computer Center near Martinsburg, WV. The Committee is encouraged by the award in May of this year of the construction contract for this important project. The Committee expects the Coast Guard to continue to work closely with the General Services Administration to ensure that construction activities for this project are carried out according to the schedule which calls for completion of construction by May 1991 and occupancy by June 1991.

BOATING WHILE INTOXICATED [BWI]

The Committee supports the Coast Guard's plan to expand the Boating While Intoxicated Program to all Coast Guard districts. The Committee understands that in the trial program in the 5th Coast Guard District, breathalyzers used by Coast Guard personnel were not compatible with local law enforcement standards. As a result, several instances of intoxicated boating arrests were not accepted by local law enforcement authorities for prosecution. The Committee expects that breathalyzers procured for the program expansion will be compatible with local law enforcement standards.

CRUISE SHIP SAFETY

The Committee has reviewed reports and congressional testimony from the National Transportation Safety Board and the Coast Guard on cruise ship safety, specifically of those large passenger vessels registered under foreign flags embarking U.S. citizens from U.S. ports. The National Transportation Safety Board has argued for stricter safety, manning, and equipment standards. The Coast Guard has argued that international standards, which are accepted by the United States by treaty, are generally adequate and that changes in these standards should be negotiated through the International Maritime Organization. Recently, the Coast Guard announced several initiatives to address the Board's concerns: overseas inspections of foreign passenger vessels; investigation of casualties on passenger vessels occurring outside U.S. waters; and a program of randomly augmenting inspections verifying compliance with the international Safety of Life at Sea [SOLAS] treaty.

The Committee directs the Coast Guard to provide a report by May 1, 1991, on the results of these initiatives. Further, the Committee directs the Coast Guard to provide a report on the status of Coast Guard's actions on the Board's recommendations on cruise ship safety by January 1, 1991.

MARINE FIREFIGHTING

The Committee notes that the volume of boat traffic along the upper Mississippi River system continues to grow while the capabilities of local marine firefighting authorities have not. The Committee, therefore, directs the Coast Guard to provide technical expertise to local marine firefighting authorities along the upper Mis-

sissippi River system and supply them with surplus marine fire-fighting equipment if such equipment is available.

LIGHTHOUSE MAINTENANCE

Funds provided to the Coast Guard in this and previous appropriations acts will be available for the removal and renovation of the lighthouse keeper's quarters at the Portland Head Light, ME, as well as the replacement of the Lubec Channel Light, ME. The Committee wishes to voice its support for this project and requests that the Coast Guard move forward on a timely basis.

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

Appropriations, 1990	[1] $436,664,000
(By transfer)	(7,500)
Budget estimate, 1991	419,536,000
House allowance	391,994,000
Committee recommendation	[2] 432,396,000

[1] Does not include $413,000,000 provided by DOD for polar icebreaker construction and acquisition of 12 *Island* class patrol boats.
[2] Does not include $18,015,000 from prior year appropriations.

This appropriation provides for the major acquisition, construction, and improvement of vessels, aircraft, shore units, and aids to navigation operated and maintained by the Coast Guard. Currently, the Coast Guard has in operation approximately 250 cutters, ranging in size from 65-foot tugs to 399-foot polar icebreakers, more than 2,000 boats, and more than 175 helicopters and fixed-wing aircraft. The Coast Guard also operates approximately 600 stations, support and supply centers, communications facilities, and other shore units. The Coast Guard provides over 48,000 navigational aids—buoys, fixed aids, lighthouses, and radio navigational stations.

COMMITTEE RECOMMENDATION

For acquisition, construction, and improvements, the bill includes $432,396,000 which is $40,402,000 more than the House allowance, $12,860,000 more than the budget request, and $4,268,000 less than the fiscal 1990 enacted level. The Committee has also reprogrammed $18,015,000 from prior year appropriations for fiscal year 1991 acquisition activities.

The allowance includes the following adjustments:

Tactical data information system	−$1,800,000
378-foot high endurance cutter [WHEC] fleet renovation and modernization	+12,785,000
378-foot high endurance cutter [WHEC] weapons system modernization	−3,200,000
Configuration management	−3,000,000
Acquisition of replacement buoy boats	−4,600,000
Talon system for shipboard helicopter tiedown—phase II	−4,300,000
Medium range helicopter—OPBAT phase I	−10,200,000
Aircraft cockpit voice recorders [CVR's] and flight data recorders [FDR's]	−1,200,000
Relocate intelligence coordination center to naval intelligence command facility	−1,800,000
Global positioning system	−1,600,000
Vessel identification and documentation system	−2,200,000

Personnel information system/joint uniform military pay system II	−1,700,000
Public family quarters	+1,800,000
Personnel and related costs	+4,917,000
Survey and design of various shore projects	+800,000
Vessel traffic service, New York—phase II	+6,900,000
Establish search and rescue facility in Salem, NJ	+50,000
Oilspill prevention, preparedness, and response enhancements	+22,225,000
Subtotal adjustments, new budget authority	+13,877,000
Reprogrammings:	
378-foot high endurance cutter [WHEC] weapons system modernization (fiscal years 1989 and 1990 appropriations) reprogrammed to FRAM	+7,815,000
HH–65 engine availability improvement-phase II (fiscal year 1990 appropriations) reprogrammed to medium range helicopter—OPBAT phase I	+10,200,000
Subtotal, reprogrammings	+18,015,000
Total adjustments, fiscal year 1991 resources	+31,892,000

The following table summarizes the Committee's programmatic recommendations:

	Budget	House program level allowance	Committee recommendations
Vessels	$162,200,000	$155,750,000	$176,200,000
Aircraft	110,300,000	101,700,000	103,700,000
Command, control, and communications	24,500,000	20,500,000	15,500,000
Shore facilities, aids to navigation	86,000,000	81,385,000	112,675,000
Administration	36,536,000	32,659,000	42,336,000
Subtotal	419,536,000	391,994,000	450,411,000
Offset from prior year appropriations			−18,015,000
Total (new budget authority)	419,536,000	391,994,000	432,396,000

VESSELS

The Committee recommends an appropriation of $176,200,000 for vessel acquisition and improvement. The projected allocation of these funds is shown in the table below:

VESSELS

	Budget estimate	House allowance	Committee recommendation
Acquire vessels and equipment:			
Oceangoing buoy tender [WLB] replacement project	$2,200,000		$2,200,000
44-foot motor lifeboat [MLB] replacement project	1,000,000	1,000,000	1,000,000
Patrol boat capability replacement acquisition project	5,500,000	5,500,000	5,500,000
Coastal buoy tender [WLM] replacement project	3,100,000	550,000	3,100,000
Construction of aton barges—ninth district	6,400,000	5,100,000	6,400,000
Acquisition of replacement buoy boats	5,600,000	1,000,000	1,000,000
Tactical data information system	1,800,000		
Repair, renovate, or improve existing vessels and small boats:			
378-foot high endurance cutter [WHEC] fleet renovation and modernization	78,200,000	78,200,000	[1] 98,800,000
210-foot medium endurance cutter [WMEC] major maintenance availability	32,500,000	32,500,000	32,500,000
Service life extension project [SLEP]	20,000,000	20,000,000	20,000,000

VESSELS—Continued

	Budget estimate	House allowance	Committee recommendation
Polar class icebreaker reliability improvement project [RIP]—Phase III	2,700,000	2,700,000	2,700,000
378-foot high endurance cutter [WHEC] weapons system modernization	3,200,000	3,200,000	
Configuration management [2]		6,000,000	3,000,000
Total, vessels	162,200,000	155,750,000	[1] 176,200,000

[1] Includes $7,815,000 reprogrammed from fiscal years 1989 and 1990 appropriations.
[2] Moved from command, control, and communications.

Fleet renovation and modernization [FRAM].—The Committee recommends $12,785,000 in new budget authority above the President's request for the 378-foot high endurance cutter fleet renovation and modernization [FRAM] project. The Committee has also provided reprogramming authority of an additional $7,815,000 for this project to be derived from unobligated balances attributable to prior year appropriations for the 378-foot high endurance cutter [WHEC] weapons system modernization project. Total resources above the President's request thus total $20,600,000.

The Committee is greatly concerned by the continued cost escalation of this project. Originally budgeted at $594,000,000, current estimates put final costs as high as $871,000,000. Contrary to testimony by the former Commandant before the House Committee, even further costs overruns are anticipated for this project in fiscal year 1991 and beyond. This increase will address those costs overruns most recently identified. Cost overruns in this one program now amount to two-thirds the size of the entire Coast Guard acquisition, construction and improvements budget request. These funds could have surely been used to address the Coast Guard's deteriorating shore facility infrastructure and other high priority acquisition projects. The Committee has funded this increase in part, by providing the $3,200,000 requested for the 378-foot high endurance cutter [WHEC] weapons system modernization, and by reprogramming $7,815,000 in unobligated funds appropriated for this weapons system modernization project in 1988 and 1990.

Buoy boat replacement program.—The Committee supports the buoy boat replacement program and recommends $1,000,000, a reduction of $4,600,000, from the budget request. The program plan for this project has been revised; these funds will provide for design and initial construction costs.

Tactical data information systems.—The Committee concurs with the recommendation of the House, and has provided no funding for the tactical data information system [TACDIS].

Configuration management.—The Committee concurs with the House to transfer the configuration management program to the "Vessels" subaccount, as it is more appropriately budgeted under that heading. The Committee has learned that this program will be phased in more slowly than anticipated when the budget request was submitted, and has therefore recommended $3,000,000 for this program, a $3,000,000 reduction. This program was developed subsequent to lessons learned from the FRAM project. Configuration

management will track ship maintenance, casualty records, and logistics to maximize cutter readiness. The absence of accessible engineering information contributed to FRAM overruns.

Patrol boat capability replacement acquisition project.—The Committee has provided $5,500,000 fully funding the budget request. The Committee has concerns about the scope of the project. We understand that the patrol boats are to be designed and equipped with a positive pressure ventilation system designed to protect the vessel's crew against nuclear, biological and chemical warfare. The Committee directs the Secretary of Transportation to review the program's need for this system and provide a report to this Committee by May 1, 1991.

Alaska hovercraft study.—On June 12, 1990, the municipality of Anchorage completed a study demonstrating the need for a search and rescue hovercraft to improve the level of emergency response service in the Cook Inlet area. The Coast Guard is directed to report to the Committee on Appropriations by no later than March 1, 1991, on the need for an emergency search and rescue hovercraft in the Cook Inlet area, and on the cost of acquisition and operation of a hovercraft that would meet the needs as demonstrated in the Anchorage study as well as the study required by this paragraph.

AIRCRAFT

The Committee recommends an appropriation of $103,700,000 which is to be distributed as follows:

AIRCRAFT

	Budget estimate	House allowance	Committee recommendation
Talon system for shipboard helicopter tiedown—Phase II	$9,800,000	$5,500,000	$5,500,000
HH–60 medium range recovery [MMR] helicopter replacement	34,300,000	27,900,000	34,300,000
HH–65 short range recovery [SRR] helicopter supplemental spares—Phase II	7,700,000	7,700,000	7,700,000
HU–25 medium range search [MRS] aircraft engine improvements—Phase II	3,500,000	3,500,000	3,500,000
HU–65 LTS–101 engine replacement	6,500,000	6,500,000	6,500,000
Medium range helicopter—OPBAT phase I	45,000,000	47,100,000	[1] 45,000,000
Aircraft cockpit voice recorders [CVR's] and flight data recorders [FDR's]—Phase I	3,500,000	3,500,000	1,200,000
Total, aircraft	110,300,000	101,700,000	[1] 103,700,000

[1] Includes $10,200,000 reprogrammed from fiscal year 1990 appropriation.

Talon system for shipboard helicopter tiedown—phase II.—The Committee has determined that the Coast Guard accrued savings during phase I of the Talon system installation for shipboard helicopter tiedown project and procured some of the items for which funds are now requested. Therefore, the Committee has provided $5,500,000 for this project, a $4,300,000 reduction from the budget request.

Medium-range helicopter—OPBAT phase I.—The Committee recommends $34,800,000 in new budget authority for the medium-range helicopter—OPBAT phase I project. The Committee has also provided reprogramming authority of an additional $10,200,000 for

this project to be derived from fiscal year 1990 appropriations for HH-65 engine improvements. Thus, resources provided for this project total $45,000,000, the same as the President's request. The House provided $47,100,000 for this project.

The Committee is concerned that the Coast Guard enjoy the maximum level of savings available through a joint Coast Guard/Navy procurement of these aircraft. Whereas the budget request calls for the acquisition of three aircraft, the amount provided by the House is intended for the acquisition of two aircraft as well as the commitment of $6,500,000 for long lead items in anticipation of future procurements. The Committee directs the Secretary to submit a report to the House and Senate Appropriations Committees not later than September 1, 1990, detailing the Coast Guard's acquisition schedule for these aircraft for fiscal year 1991 and beyond, and how it will achieve the maximum financial benefits of a joint procurement.

T-800 proof of concept.—The Committee recommends $6,500,000 as requested to initiate the qualification of the U.S. Army T-800 installation to the HH-65A helicopter. The T-800 engine was developed by the Army to power their future light attack/scout helicopter as well as other applications. The Committee is aware that the T-800 Development Program has been reviewed yearly by the DOD oversight committees since 1985 and has been characterized as a model for Department of Defense acquisitions. The Committee commends the Department of Transportation, the Coast Guard, and the Department of the Army for initiating this unique interdepartmental approach to improve the performance of the HH-65A helicopter.

Cockpit voice recorders [CVR's] and flight data recorders [FDR's].—The Committee understands that the installation schedule for this important project will allow for a multiyear procurement program to conform with the installation schedule. The Committee, therefore, has provided $1,200,000, a $2,300,000 reduction.

COMMAND, CONTROL, AND COMMUNICATIONS

The Committee recommends $15,500,000. The following table displays the project allocation:

COMMAND, CONTROL, AND COMMUNICATIONS

	Budget estimate	House allowance	Committee recommendation
Replace aircraft repair and supply center [AR&SC] computer—Phase III	$1,500,000	$1,500,000	$1,500,000
Global positioning system installation—Phase II	1,600,000	3,600,000	
Configuration management [1]	6,000,000		
Alaska—upgrade northern Pacific Loran-C stations—Phase I	6,000,000	6,000,000	6,000,000
Marine safety information system replacement [MSIS II]	2,500,000	2,500,000	2,500,000
Computer for service record automation	1,200,000	1,200,000	1,200,000
Vessel identification and documentation system [VIDS]	2,200,000	2,200,000	
Law enforcement information system improvements	1,800,000	1,800,000	1,800,000
Personnel management information system/joint uniform military pay system II	1,700,000	1,700,000	
Oilspill trust fund administration			2,000,000

COMMAND, CONTROL, AND COMMUNICATIONS—Continued

	Budget estimate	House allowance	Committee recommendation
Oilspill equipment response inventory			500,000
Total, command, control communications, and related systems	24,500,000	20,500,000	15,500,000

[1] Moved to vessels.

Global positioning system.—The Committee has determined that phase II of the global position system [GPS] installation of Navy-provided equipment aboard all Coast Guard aircraft has been deferred. No degradation in aircraft navigation and search and rescue capabilities will result. Therefore the Committee has provided no funding for this project.

Vessel identification and documentation system.—The Committee recommends no additional funding for the vessel identification and documentation system as the Committee has determined that sufficient operating expenses for this program have been provided in the base.

Personnel information system/joint uniform military pay system II project.—The Committee has determined that the schedule for the project has slipped to fiscal year 1992 or later, and therefore has provided no funds for this project.

SHORE FACILITIES AND AIDS TO NAVIGATION

The program level recommended is $112,675,000 and includes the following projects:

SHORE FACILITIES AND AIDS TO NAVIGATION

	Budget estimate	House allowance	Committee recommendation
Minor AC&I shore construction projects	$9,000,000	$7,685,000	$9,000,000
Relocate intelligence coordination center to Naval Intelligence Command facility	1,800,000		
National strike force equipment	7,000,000	7,000,000	7,000,000
National response unit			1,725,000
Oilspill response prestaged equipment			18,000,000
Kodiak, AK—Air station ramp-hangar pavement	2,700,000	2,700,000	2,700,000
Charleston, SC—Establish air facility	2,700,000	2,700,000	2,700,000
Elizabeth City, NC—Support center HH–60J training facility	2,100,000		2,100,000
Kodiak, AK—Support center fire station	4,200,000	4,200,000	4,200,000
Kodiak, AK—Support center Nemetz Park roads and grounds improvements	3,000,000	3,000,000	3,000,000
Baltimore, MD—Coast Guard yard—upgrade mechanical shops	3,700,000	3,700,000	3,700,000
Baltimore, MD—Replace yard portal crane No. 2	2,000,000	2,000,000	2,000,000
New York, NY—Support center health care facility	7,600,000	7,600,000	7,600,000
Mobile, AL—Aviation training center HH–60J simulator facility	1,200,000		1,200,000
Public family quarters	13,500,000	15,300,000	15,300,000
Burlington, VT—Replace station Burlington	3,500,000	3,500,000	3,500,000
New Smyrna Beach, FL—Rehabilitate station Ponce De Leon Inlet	2,000,000	2,000,000	2,000,000
East Tawas, MI—Rebuild station Tawas—phase II	1,400,000	1,400,000	1,400,000
Chincoteague, VA—Group eastern shore renovation—phase III	4,200,000	4,200,000	4,200,000
Key West, FL—Construct vessel support building	1,200,000	1,200,000	1,200,000
Ilwaco, WA—Renovate Cape Disappointment facilities	3,200,000	3,200,000	3,200,000
Ketchikan, AK—Base Ketchikan storage facility	3,000,000	3,000,000	3,000,000
Waterways aids-to-navigation projects	7,000,000	7,000,000	7,000,000
Salem, NJ—SAR seasonal facility			50,000

SHORE FACILITIES AND AIDS TO NAVIGATION—Continued

	Budget estimate	House allowance	Committee recommendation
Vessel traffic service, New York			6,900,000
Total, shore facilities and aids to navigation facilities	86,000,000	81,385,000	112,675,000

Minor acquisition, construction and improvement shore construction projects.—The Coast Guard maintains a network of small department stores or exchanges for the convenience and welfare of its personnel. These exchanges make a small profit and are generally self-sufficient. These profits, nonappropriated funds, are pooled and are available to maintain the network of these exchanges. One of the shore construction projects included in the President's budget is for the renovation of an exchange. The Committee has determined that renovation of the consolidation exchange at one of its facilities for $690,000 should be funded in accordance with Coast Guard policies—with nonappropriated fund activities moneys. The Committee directs the Coast Guard and the Office of the Secretary to more carefully scrutinize use of scarce appropriated funds for activities for which funds are otherwise available. The Committee has provided the $690,000 to reduce the estimated $16,000,000 backlog of shore facility construction projects.

Public family quarters and the relocation of the intelligence coordination center to the naval intelligence command facility.—The Committee concurs with the House, and provides $1,800,000 for family quarters construction in lieu of the relocation of the intelligence coordination center. Coast Guard personnel have difficulty finding affordable housing in many coastal communities. The Committee has reviewed the inspector general's report on problems with the leased housing program. The Committee directs that the Coast Guard ensure that the mismanagement of this program be eliminated. A report discussing Coast Guard actions should be submitted to this Committee by February 1, 1990.

Establish search and rescue facility in Salem, NJ.—The Committee has provided $50,000 to establish a seasonal search and rescue facility in Salem, NJ, by April 1, 1991. The facility will be operational 24 hours per day during the boating season. This facility will reduce the response time from the Coast Guard group in Philadelphia, PA. Coast Guard officials report that the area around Salem is near the southern Delaware River boundary of the Coast Guard in Philadelphia's jurisdiction and the northern boundary of the Coast Guard in Cape May's area of responsibility. Response times for Coast Guard boats to arrive in the area to assist vessels in distress have sometimes exceeded 1 hour. The Salem, NJ, area of the Delaware River has a long history of recreational boating accidents, including three fatalities in the period between 1987–89. This area is highly dependent for search and rescue assistance on local fire and rescue units in the bistate area. The area averages over 140 search and rescue cases annually during the warm weather boating season.

Vessel traffic service, New York.—The Committee has provided $6,900,000 for the second phase of the vessel traffic service [VTS], New York project. The Committee provided funding for phase I of this project in fiscal year 1989, and understands that VTS coverage should be on line in Newark Bay and the Kills by December 1990.

Cold-water survival training center study.—The Coast Guard is directed to report to the Committee on Appropriations by no later than March 1, 1991, on the need for and optimal location in Alaska for the construction of a cold-water survival training center. The study will include consideration of possible cost sharing by the State of Alaska and the State's preference for the location of the facility.

The Committee has provided $3,500,000 for the replacement of the Coast Guard station at Burlington, VT; $3,200,000 for the renovation of the Cape Disappointment facilities at Ilwaco, WA; and $2,700,000 for the new air facility at Charleston, SC, the full amount requested for each of these projects.

ADMINISTRATION

The committee allowance is $42,336,000, which provides full funding for the 1990 survey and design expenses and provides personnel and support expenses for the *Heritage* class patrol boat prototype crew. The Committee has also included in this allowance an additional $800,000 to accelerate the survey and design of various shore projects to address the deterioration of shore facilities and equipment.

The Committee has earmarked the "Acquisition, construction, and improvements" account funding into five subcategories.

Personnel and related costs.—The Committee has provided an additional $5,000,000 for personnel and related costs. This additional funding will fully fund 602 full-time equivalents. These include 16 positions to crew the prototype *Heritage* class patrol boat. Funding provided in fiscal year 1990 did not fully fund the 586 full-time equivalents the Coast Guard requested. The Coast Guard did not consider actual personnel costs when requesting funding for these positions. Instead, standard personnel costs were used, a significant and costly misjudgment. The Committee echoes the concern of the House Committee that staffing criteria be developed by the Coast Guard for its Acquisitions, Construction and Improvements Program. The Committee has stricken bill language proposed by the House setting a statutory personnel ceiling for acquisitions activities.

CONTRACTOR WARRANTIES

The Committee concurs with the House in continuing bill language requiring written warranties on all major system acquisitions by the Coast Guard. The Committee also agrees with the House report language specifying the minimum terms and conditions that such warranties should include.

Environmental Compliance and Restoration

Appropriations, 1990	
Budget estimate, 1991	[1] $7,000,000
House allowance	21,500,000
Committee recommendation	22,000,000

[1] $15,000,000 of the amount recommended was requested under operating expenses.

The Committee concurs with the House and has included costs for this program under a single appropriation.

The Coast Guard's environmental compliance and restoration responsibilities are attributable to environmental problems at former and current Coast Guard facilities.

Funds provided in fiscal year 1991 will be used to continue a servicewide program to correct environmental problems; major upgrades in storage tanks containing petroleum and regulated substances; and remediation efforts at hazardous waste disposal sites are among the planned projects. Cleanup of fuel oil and other waste contamination in the ground water at several locations at the Kodiak, AK, support center will be the major fiscal year 1991 effort.

Alteration of Bridges

Appropriations, 1990	$2,323,000
Budget estimate, 1991	6,353,000
House allowance	3,747,000
Committee recommendation	3,747,000

The "Alteration of bridges" appropriation provides funds for the Coast Guard's share of the cost of altering or removing bridges obstructive to navigation. Under the provisions of the Truman-Hobbs Act of June 21, 1940, as amended (33 U.S.C. 511 et seq.), the Coast Guard, as the Federal Government's agent, is required to share with owners the cost of altering railroad and publicly owned highway bridges which obstruct the free movement of navigation on navigable waters of the United States in accordance with the formula established in 33 U.S.C. 516.

The Committee recommends an appropriation of $3,747,000 in fiscal year 1991. An additional $3,053,000 in reprogramming authority is currently under consideration by the Committee. The projected allocation of these funds is shown in the table.

	Budget	House allowance	Committee recommendations
Mississippi River, Hannibal, MO, Norfolk Southern Corp. [1]	$3,053,000	$447,000	$447,000
Pascagoula River, Pascagoula, MS, CSX-L&N Railroad	2,300,000	2,300,000	2,300,000
Mississippi River, Burlington, IA, Burlington-Northern Railroad	1,000,000	1,000,000	1,000,000
Total	6,353,000	3,747,000	3,747,000

[1] $3,053,000 subject to a pending fiscal year 1990 reprogramming.

Retired Pay

Appropriations, 1990	$420,800,000
Budget estimate, 1991	437,300,000
House allowance	437,300,000
Committee recommendation	437,300,000

The "Retired pay" appropriation provides for retired pay of military personnel of the Coast Guard and Coast Guard Reserve, members of the former Lighthouse Service, and for annuities payable to beneficiaries of retired military personnel under the retired serviceman's family protection plan (10 U.S.C. 1431–1446) and survivor benefit plan (10 U.S.C. 1447–1455), and for medical care of retired personnel and their dependents under the Dependents Medical Care Act. The average number of personnel on the retired rolls is estimated to be 26,153 in fiscal year 1991, as compared with an estimated 25,531 in fiscal year 1990 and 25,027 in fiscal year 1989.

The bill includes $437,300,000 for retired pay, which is the same as the House allowance and the budget request.

Reserve Training

Appropriations, 1990	$71,614,000
Budget estimate, 1991	78,932,000
House allowance	[1] 74,306,000
Committee recommendation	[1] 74,306,000

[1] GSA rental payments of $680,000,000 have been included under separate appropriation.

The Coast Guard Reserve was established by Act of Congress in February 1941, to provide qualified individuals and trained units for active duty in time of war or national emergency. This objective is now being accomplished through formal training and augmentation of regular forces in the performance of peacetime missions during domestic emergencies and during routine and peak operations. The program activities fall into the following categories.

Initial training.—For non-prior-service trainees.

Continuing training.—For officer and enlisted personnel through the performance of drills and annual active duty training.

Operation and maintenance of training facilities.—For the day-to-day operation and maintenance of Reserve training facilities, including organized Reserve training units.

Administration.—For all administrative functions required in the operation of the Reserve Forces Program.

The bill includes $74,306,000 for Reserve training, the same as the House allowance and $2,692,000 above 1990 appropriations to date.

Consistent with the Coast Guard budget justification, the Committee allowance provides for Selected Reserve strengths at the 1990 level of 12,050.

Research, Development, Test, and Evaluation

Appropriations, 1990	$20,465,000
Budget estimate, 1991	23,000,000
House allowance	[1] 24,800,000
Committee recommendation	[1] 25,741,000

[1] GSA rental payments of $520,000 have been included under separate appropriations.

The Coast Guard's Research and Development Program seeks to improve the tools and techniques with which Coast Guard carries out its varied operational missions and to increase the knowledge base upon which it depends to fulfill its regulatory responsibilities.

The bill includes $25,741,000 for research, development, test, and evaluation, which is $2,741,000 more than the budget request and $941,000 more than the House allowance.

The Committee recommendation for funding distribution is as follows:

Program	Fiscal year 1990 appropriation	Fiscal year 1991 budget estimate	House allowance	Committee recommendation
Search and rescue	$763,000	$2,400,000	$2,400,000	$2,400,000
Aids to navigation	880,000	2,180,000	2,180,000	2,180,000
Marine safety	1,114,000	735,000	885,000	735,000
Marine environmental protection	4,084,000	750,000	4,000,000	[1] 3,720,000
Enforcement of laws and treaties	1,230,000	1,460,000	1,460,000	1,460,000
Defense readiness	1,274,000			
Command, control and communications	1,918,000	2,365,000	2,285,000	2,365,000
Multimission			4,310,000	
Personnel support	647,000	750,000	750,000	
Information systems	99,000	1,000,000		1,000,000
Advanced marine vehicles	1,279,000	1,600,000		1,600,000
Other multimission	192,000	1,960,000		1,710,000
Administration support [2]			7,280,000	
RDT&E support and operations	1,475,000	1,500,000		1,500,000
Administration	5,510,000	6,300,000		[2] 6,060,000
Maritime Fire and Safety Association				1,011,000
Total	20,465,000	23,000,000	24,800,000	25,741,000
Positions:				
Military	42	48	48	53
Civilian	71	78	78	83

[1] Excludes $520,000 in GSA rental payments.
[2] $280,000 for 10 new positions is included in administration; excludes $520,000 in GSA rental payments.

The amount provided for administration will support 10 additional positions.

Marine environmental protection.—The Committee has increased the funding for marine environmental protection research and development, by $3,250,000, including 10 additional military and civilian positions, over the President's budget request.

In conducting this research, the Coast Guard should consider technology to address the unique environmental concerns in New York Harbor. Within the resources provided, the Coast Guard should consider examining the feasibility of adopting international technology for emergency response vessels that can provide emergency response for harbors and coast lines in cleaning oil skimming capability; monitor and map the flow of oil and chemical wastes into harbors from commercial and industrial enterprises; and the cleaning of floatable trash and other waste debris in harbors.

OHMSETT facility, Leonardo, NJ.—The Committee is pleased that the Coast Guard has joined with the Minerals Management Service, EPA, the Navy, and the Canadian Government in revitalizing the oil and hazardous materials simulated environmental test tank [OMHSETT] in Leonardo, NJ. The Committee provided the Coast Guard $100,000 last year to support this program. The Com-

mittee notes that much of the funds provided this year will support the research and testing for oil and hazardous materials spill prevention and response to be conducted at the newly opened OHMSETT facility.

Personnel support.—The Committee questions the value of continuing the Research and Development Program in personnel support. Since 1988, $1,928,000 has been provided to this program. When asked in questions submitted by the Committee to justify the additional $750,000 requested for this program, the Coast Guard touted the successes of the Navy's personnel support related research programs. No information was provided regarding the accomplishments of the Coast Guard's program or the need for the funds requested. The Committee recommends no funding for this program.

Enforcement of laws and treaties.—The Committee notes that funds for the development of portable technologies that will detect the presence of drugs in-hidden, containerized, and bulk cargo shipments are provided in the recommendation.

Maritime Fire and Safety Association.—The Committee has provided a follow-on grant of $1,011,000 to the Columbia and Willamette Rivers Maritime Fire and Safety Association [MFSA] for a demonstration project to develop a communications system to provide VHF-FM radio coverage from Portland to Astoria, OR. The Coast Guard shall oversee the project and expenditures in accordance with the existing arrangement for funds previously provided to MFSA under this account.

Offshore Oil Pollution Compensation and Deepwater Port Liability Funds

The Committee has deleted references to the offshore oil pollution compensation fund and the deepwater port liability fund. The oil pollution prevention, response, liability, and compensation legislation currently in conference anticipates that these two funds will be collapsed into the new oilspill liability trust fund. the Committee will address the need for these citations once the legislation is enacted.

Boat Safety

Appropriations, 1990	$29,910,000
Budget estimate, 1991	30,000,000
House allowance	35,000,000
Committee recommendation	35,000,000

This account provides financial assistance for a coordinated National Recreational Boating Safety Program for the several States. Title 46 United States Code, section 13106, establishes a "Boat safety" account from which the Secretary may allocate and distribute matching funds to assist in the development, administration, and financing of qualifying State programs. The "Boat safety" account consists of amounts transferred from the highway trust fund which are derived from the motorboat fuel tax (9 cents per gallon). The total transferred may not exceed $70,000,000 in 1991. Receipts in excess of $70,000,000 are transferred to the Land and Water

Conservation Fund, and the "Sport fish restoration" account, which are managed by the Department of the Interior.

FEDERAL AVIATION ADMINISTRATION

Summary of Fiscal Year 1991 Program

The Federal Aviation Administration traces its origins to the Air Commerce Act of 1926, but more recently to the Federal Aviation Act of 1958 which established the independent Federal Aviation Agency from functions which had resided in the Airways Modernization Board, the Civil Aeronautics Administration, and parts of the Civil Aeronautics Board. FAA became an administration of the Department of Transportation on April 1, 1967, pursuant to the Department of Transportation Act (October 15, 1966).

The total recommended program level for the FAA for fiscal year 1991 amounts to $8,135,319,000 including a $1,650,000,000 obligation limitation on the use of contract authority for the Airport Grants Program. This represents, in the aggregate, an increase of 13.7 percent over the fiscal 1990 level. The following table summarizes the Committee's recommendations:

[In thousands of dollars]

Program	Fiscal year 1990 program level	Budget estimate	House allowance	Committee recommendations
Operations	[1] 3,834,309	[2] 4,097,700	4,037,000	4,038,551
Facilities and equipment	1,721,171	2,500,000	2,138,615	2,240,018
Research, engineering, and development	170,163	190,000	195,000	206,600
Grants-in-aid for airports [3]	1,425,000	1,500,000	1,800,000	1,650,000
Aircraft loan guarantee defaults [4]	148	150	150	150
Total	7,150,791	8,287,850	8,170,765	8,135,319

[1] Assumes obligation of $9,970,000 in fiscal year 1990 and $10,000,000 in fiscal year 1991 provided by transfer for the reemployed annuitant program.
[2] Includes $734,000 in carryover from fiscal year 1989.
[3] Limitation on obligations.
[4] Estimate shown in fiscal year 1991 budget for authority to borrow (97 Stat. 339).

Operations

(INCLUDING TRANSFERS)

Appropriations, 1990	$3,823,605,000
(By transfer)	(9,970,000)
Budget estimate, 1991	4,087,700,000
(By transfer)	(10,000,000)
House allowance	4,037,000,000
Committee recommendation	4,038,551,000

FAA's "Operations" appropriation provides funds for the operation, maintenance, communications, and logistic support of the air traffic control and navigation systems and activities. It also covers the administration and management of the regulatory, airports, medical and engineering and development programs.

The bill includes a total of $4,038,551,000 for the operations activities of the Federal Aviation Administration, of which $1,994,640,000 shall be derived from the Airport and Airway Trust

Fund. The account total is $252,957,000 more than the amount appropriated for fiscal year 1990 after adjusting for rental payments. The Committee has not extended the reemployed annuitants program which was assumed in the administration's estimate.

As in past years, FAA is directed to report immediately to the Committees on Appropriations in the event resources are insufficient to operate a safe and effective air traffic control system.

The activities of the operations accounts comprise nine main areas:

Operation of air traffic control system.—The operation of a national system of air traffic management in the United States, its territories, and its possessions on a 24-hour basis.

NAS logistics support—Procurement, contracting, and materiel management programs; administrative communications; supply; and other logistics support.

Maintenance of air traffic control system.—The direction and engineering services related to the maintenance, improvement, and modification of facilities and equipment in the traffic control system; and technical operation and maintenance of a national network of air navigation aids and traffic control facilities.

Leased telecommunications services.—Finances the noncapital costs of FAA's operational and administrative telecommunications systems.

Administration of Aviation Standards Program.—The promotion of flight safety of civil aircraft by assuring the airworthiness of aircraft; the competence of pilots, aviators, and aviator technicians; the adequacy of flight procedures and air operations; the evaluation of inflight facility performance for compliance with prescribed standards; the use and maintenance of the FAA's aircraft fleet; the medical fitness of personnel in the national airspace system; and the conduct of the Civil Aviation Security Program.

Development direction.—Provides technical and administrative program management for the $15,800,000,000 NAS plan; and the planning, direction, and evaluation of the research, engineering, and development program (excluding aviation medicine), direct project costs of which are financed under the research, engineering, and development appropriation.

Administration of Airports Program.—Mainly, the administration of airport grants and the safety certification of airports.

Human resources management.—Administration of employee recruitment, development, compensation, training, and labor-management relations programs.

Direction, staff, and supporting services.—Administrative and housekeeping costs that support the primary programs of the agency.

Headquarters administration.—Funds the Washington headquarters administrative functions that establish policy, direct, and develop programs which provide for the following administrative services: policy and plans, accounting, budget, civil rights, international aviation, management systems, and data systems.

The following table summarizes the Committee's recommendation in comparison to the budget estimate and House allowance.

[Dollars in thousands]

	Fiscal year 1990 program level [1]	Fiscal year 1991 budget estimate	House allowance	Committee recommendations
Operation of air traffic control system [2]	$1,722,838	$1,853,241	$1,856,681	$1,856,681
(Positions)	(27,933)	(27,791)	(27,791)	(27,791)
NAS system logistics support	$206,304	$217,162	$170,305	$171,756
(Positions)	(1,525)	(1,579)	(1,579)	(1,579)
Maintenance of air traffic control system	$713,700	$751,172	$751,172	$751,672
(Positions)	(10,445)	(10,736)	(10,736)	(10,736)
Leased telecommunications services	$267,638	$283,861	$277,628	$277,628
Administration of aviation standards program	$421,266	$470,438	$470,038	$470,038
(Positions)	(6,673)	(7,336)	(7,236)	(7,336)
Development direction	$14,921	$15,321	$15,321	$15,321
(Positions)	(140)	(150)	(150)	(150)
Administration of Airports Program	$37,716	$38,920	$38,920	$38,920
(Positions)	(521)	(530)	(530)	(530)
Direction, staff and supporting services	$128,857	$130,961	$130,961	$130,961
(Positions)	(1,166)	(1,180)	(1,180)	(1,180)
Human resource management	$290,120	$296,086	$300,086	$296,086
(Positions)	(1,398)	(1,460)	(1,460)	(1,460)
Headquarters administration	$30,949	$31,838	$31,838	$31,838
(Positions)	(395)	(400)	(400)	(400)
Management initiatives		−$1,300	−$5,950	−$2,350
(Positions)				
Total	$3,834,309	$4,087,700	$4,037,000	$4,038,551
Positions	(50,196)	(51,162)	(51,062)	(51,162)

[1] Includes $734,000 carryover from fiscal year 1989.
[2] Assumes obligation of $9,970,000 in fiscal year 1990 and the administration assumes for fiscal year 1991 $10,000,000 provided by transfer for reemployed annuitant program.

OPERATION OF AIR TRAFFIC CONTROL SYSTEM

The Committee recommends a total of $1,856,681,000 for the operation of the national air traffic control and flight service system. This is $1,940,000 more than the budget estimate and the same as the House allowance. The amount recommended will support 27,791 positions which is the same as the House allowance and the budget request. The Committee expects FAA to better control personnel-related costs through a more cost-conscious approach to the management of the hiring rate of new personnel. Additional savings are anticipated in non-training-related travel and transportation costs through improved management control.

The House has provided $3,440,000 more for operation of the air traffic control system than that requested by the administration, after adjusting for the $10,000,000 assumed by the administration that would be available through transfer from other FAA accounts for the reemployed annuitants program. These increases are for:

Aeronautical charting	$1,500,000
Assessment of enroute sector and terminal air traffic control capacity	900,000
Contract tower program	140,000
New York TRACON (training and overtime)	900,000

The Committee concurs with the additional funding provided for the enroute sector and terminal air traffic control capacity study; the additional funds to alleviate existing shortages at the New York TRACON; and, the increase for the Central Wisconsin Airport Authority's contract tower effort. The Committee, however, has not provided the additional funds for aeronautical charting.

The administration in its budget request has asked for a 12-percent increase ($1,427,000) for this activity over the 1990 level which the Committee supports.

The major activities under operation of air traffic control system include:

Air traffic controller work force

In the fiscal year 1990 bill, the Congress required FAA to satisfy three air traffic controller work force staffing requirements by September 30, 1990; namely, (1) total air traffic controller work force level of not less than 17,495; (2) total full performance level air traffic controllers of not less than 12,725; and (3) at least 70 percent of the air traffic controller work force, at each center and level 3 and above terminal shall have achieved operational controller status.

In this regard the Committee notes that Administrator Busey in a letter dated January 26, 1990, notified the House and Senate Committees regarding the need to waive the work force staffing requirements required in Public Law 101-164, the appropriations act for fiscal year 1990. Section 324 of that act allows the Secretary to waive staffing requirements if those requirements would adversely affect aviation safety.

In that letter to the House and Senate Appropriations Committees the Administrator asked for the waiver because "* * * it would be unwise to meet the employment target at the expense of other agency activities while forecast traffic growth and other indicators show that an employment level of 17,495 would be premature."

Notwithstanding the problems, noted above, that FAA has had in satisfying the requirements that were contained in the fiscal year 1990 bill, the Committee believes that it is necessary to continue to monitor the controller level situation and directs the Administrator to report monthly to the House and Senate Appropriations Committees on controller staffing levels including those in training at the academy and the previous month's graduation rate.

The Committee's recommendation includes the requested employment increase of 495 controllers above the level of 17,000 currently projected for September 30, 1990.

Air traffic control centers and towers

The Committee recommends $1,466,941,000 and 22,613 positions for the operation of air route traffic control or enroute centers, terminal radar approach control facilities [TRACON's] and airport traffic control towers.

The Committee directs the FAA to continue to monitor the needs and to conduct additional air traffic surveys at Olive Branch Airport in Mississippi, for the purpose of determining the feasibility of installing a control tower and an instrument landing system.

The Committee is aware of the concerns with flight safety and increased traffic at the Kenosha Airport in Kenosha, WI. This airport has the unique situation of having parallel runways, and yet no control tower to assist in the handling of traffic. The airport and the State of Wisconsin are willing to proceed with the construction of an air traffic control tower, and then would look to

have this location included in the contract tower program. Such a solution to the area's air traffic control needs would provide for the safety of air traffic in the southeastern Wisconsin area and leverage the use of Federal funds. The Committee directs the FAA to work with the Kenosha Airport toward an early inclusion of this airport into the contract control tower program.

The Committee believes that the unique geographic characteristics of the Delmarva Peninsula combined with the planned consolidation of the flight service station justify the need for a contract air traffic control tower at Salisbury-Wicomico Regional Airport, MD. The Committee directs the FAA to work with Salisbury-Wicomico Regional Airport authorities on means for financing tower construction and the steps necessary to secure contract control tower support.

The Committee concurs with the House's report language that the unique geographical characteristics combined with the planned consolidation of flight service stations justify the need for an air traffic control tower at Gallatin Field near Bozeman, MT. As such, the Committee directs the FAA to assist Gallatin Field officials on financing the construction of a tower which would then be included in the FAA contract tower program.

Because of volatile weather conditions at the Marquette County Airport, MI, the fiscal year 1990 Senate report directed the FAA to keep the Marquette Flight Service Station [FSS] open until an automated surface observation system could be installed. Given the area's unusual weather patterns and the FAA's desire to consolidate the FSS, the airport has proposed the construction of an air traffic control tower to replace the FSS. The airport will seek approval of the proposed tower under the FAA's low-activity (level 1) visual flight rules control tower plan and will need assistance in developing Marquette as a potential candidate under this program.

The FAA Airport District Office has approved the funding of a feasibility study of this proposal as part of the airport's 1990 airport improvement project. The Committee directs FAA to consider the feasibility study in working with the airport in determining the future operations of the FSS and any alternative means of providing equal or better service at the airport.

Flight service stations

Flight service stations [FSS's] provide a variety of important services principally for general aviation pilots. The major services include: (1) the provision of flight assistance (preflight, inflight, and emergency) including accepting and closing flight plans; and (2) the collection and dissemination of meteorological and aeronautical information. Providing support for drug interdiction will be a new emphasis area in fiscal year 1990.

FAA plans to continue its program to automate FSS operations which would allow substantial consolidations of existing facilities. In fiscal year 1991, according to the budget, FAA plans to consolidate 32 FSS's into automated facilities equipped with model 1 and provide contract weather observation services. Regarding FSS closures and consolidations, the Committee reiterates its previous direction to FAA regarding the conditions that must be met prior to any closures and consolidations. In this regard, the Committee di-

rects the FAA to keep the flight service stations at North Bend and Redmond, OR, open until all other consolidations into the McMinnville automated flight service station are completed.

The Committee recommends $239,191,000 for this activity. The Committee's recommendation provides 4,200 positions. The Committee observes that FSS operations are expected to be slightly increased over the current year. However, the total number of personnel and overtime is projected to decrease. FAA needs to develop accurate and reliable staffing standards for the automated flight service stations.

Planning, direction, and evaluation

The Committee recommends $149,049,000 and 978 positions to support this subactivity. The Committee is encouraged by the FAA's response to its direction last year that FAA establish an independent air traffic safety program. However, the Committee continues to believe that the program should ultimately be extended down to the major facility level and not be restricted to limited staffing at the regional level. The Committee recognizes the current staffing limitations in terms of the need for experienced personnel to be available for air traffic control duties. At the same time the Committee does not agree that the planned air traffic evaluation program satisfies the need for greater objectivity. Therefore, the Committee expects FAA to work toward the assignment of a separate safety manager at each major facility under the cognizance of the Office of Aviation Safety, as resource levels permit.

The provision of reliable air service in rural areas is of growing concern to the Committee. Such service is vital to rural economic development and well-being. Within the amounts provided, $25,000 is allocated for FAA to provide technical and background assistance to the recently created Nebraska Commission studying the establishment of a statewide airline authority. Such an authority will work with scheduled air carriers, small carriers and private charters, including those participating in the Essential Air Service Program.

New York/New Jersey air traffic delays

The Committee is very concerned about increasing levels of air traffic delays in the New York and New Jersey area. Therefore, the Committee directs the FAA to establish a systematic plan to implement the New York-related recommendations of the Northeast Corridor System Safety and Efficiency Review [SSER]. Such plan shall include specific milestones for measuring progress and shall provide benchmarks for reporting to Congress on resolution of the delay problem.

In addition, the Committee directs the FAA to establish a focal point in FAA headquarters to oversee and expedite the improvements in New York air traffic control facility staffing, with special attention given to improving staffing levels at the New York TRACON. Such staffing levels shall be improved by increasing the number of academy graduates assigned to the TRACON, establishing a program of contract for releases from controllers presently working at the TRACON, and by scrutinizing all requests for releases from controllers presently working at the TRACON. The

FAA is directed to provide funding for overtime pay at the New York TRACON at levels sufficient to meet traffic and training requirements at the facility. Sufficient funds shall also be made available by the agency to accommodate permanent change of station [PCS] requirements for transfers to the TRACON under the pay demonstration program.

Air traffic control in New York-New Jersey metro area

The Committee endorses the House initiative with respect to addressing increasing air traffic delays in the New York-New Jersey metropolitan area. It is clear that FAA needs to attract and retain more fully qualified, seasoned controllers in this busy region. The Committee agrees that $900,000 for additional overtime and for contract training for newly assigned controllers at the New York TRACON is needed to meet traffic and training requirements at the facility. The Committee directs the FAA to strengthen its current efforts to target new academy recruits for positions in the New York-New Jersey metro area. Efforts of this kind are crucial to assuring a steady stream of academy graduates into the metro area.

In addition, the Committee is providing $527,000 to increase from GS–13 to GS–14 the pay grade levels of controllers at the towers located at JFK International Airport, LaGuardia Airport, and Newark International Airport. The complexity of the traffic mix at these airports and their high volume of traffic, combined with locally high costs of living, indicate that higher pay grades are appropriate for work in these busy facilities. We understand that FAA is reviewing current criteria for controller salary upgrades, and encourage them to give strong weight to employment factors such as those present in these three towers in any future decisions affecting other facilities.

Moreover, to complement the Committee's effort to enhance controller work force levels and experience levels in the New York-New Jersey areas, the Committee directs the FAA to extend the 20-percent incentive pay demonstration project to controllers and airway facilities staff in the JFK, LaGuardia, and Newark towers. The Committee is providing $2,285,000 for this purpose. We believe that this step will play a key role in building up the numbers and experience level of controllers in these hard-to-staff facilities.

The Committee believes another step also is warranted. Since instant tactical communications among ATC facilities in the New York area is crucial to the reduction of delays, the Committee is providing $225,000 to FAA for the purpose of expediting installation of a modern, off-the-shelf communications system which will link the key facilities in the New York metropolitan area with the Washington and Boston areas.

The Committee directs the FAA to submit a report, by May 1, 1991, to the Senate and House Committees on Appropriations regarding the affect extending the pay demonstration program and raising controller salaries has had on recruiting new employees and retaining full performance level controllers in these facilities.

NATIONAL AIRSPACE SYSTEM LOGISTICS SUPPORT

The Committee recommends $171,756,000 and 1,579 positions for the activity. The Committee's recommendation is $45,406,000 less than the budget estimate and $1,451,000 more than the House allowance. The Committee reduction is for rental payments.

MAINTENANCE OF AIR TRAFFIC CONTROL SYSTEM

The Committee recommends $751,672,000 and 10,736 positions for maintenance of the air traffic control system. The Committee's recommendation fully approves the staffing level for the field maintenance staff proposed in the budget estimate, which is 291 positions and $37,472,000 above the 1990 level.

LEASED TELECOMMUNICATIONS SERVICES

The Committee recommends $277,628,000 for this activity. The Committee's recommendation is the same as the House allowance and $6,223,000 below the budget estimate. It also represents an increase of $9,900,000 over the fiscal year 1990 enacted level.

ADMINISTRATION OF AVIATION STANDARDS PROGRAM

The Committee recommends $470,038,000 and 7,336 positions for this activity.

The increase of 663 positions over the fiscal year 1990 level contains increases requested in the budget proposal including: 406 additional safety inspectors and support personnel; 35 additional aircraft certification personnel; 164 additional civil aviation security staff; and 43 positions necessary for FAA to carry out its responsibilities under the Drug Enforcement Assistance Act.

At this level the total number of inspector positions will be 3,058 which as noted in the House report, is a 90-percent increase since fiscal year 1985. It is expected that FAA will place increased emphasis on operation and maintenance investigations, and inspections; and airman certifications.

In addition, increased emphasis is continuing in the aviation security area. The Committee has provided an additional 164 staff positions in the security area, which is expected to result in a 5-percent increase in foreign airport assessments; a 9-percent increase in U.S. carrier foreign station inspections; an approximately 6-percent increase of foreign air carrier inspections, and increased drug interdiction and hazardous materials inspections.

The Committee directs the Department of Transportation to conduct a study to followup on the earlier analysis done by the Department on the impact of levels of security required of U.S. carriers on international flights have had on the competitive market share of the United States and foreign carriers international traffic. The Secretary, in conducting the study, shall evaluate the traffic data from foreign and domestic carriers for the last 3 years on all traffic to and from the United States by fare levels in first class, business class, and coach class. A determination should be made as to which fare class categories of traffic on U.S. carriers have increased or decreased and what the resulting comparative load factors are, on a

revenue per available-seat-mile basis, for foreign and domestic carriers.

The Secretary shall report the results of the study to the Committee by December 31, 1990.

Foreign repair stations.—The Committee concurs with the House that FAA's 1988 rulemaking on foreign repair stations [FAR pt. 145) has been the source of great controversy. The Committee appreciates that the agency has taken a cautious approach toward certification and rating of foreign repair stations under the new rule. New foreign repair facilities have, since the new rule, been certified to perform functions traditionally performed overseas under the pre-1988 rule. These functions are related primarily to the maintenance of aircraft and components used overseas and product support by foreign original equipment manufacturers [OEM's]. Given present budget constraints and a relatively less experienced inspector work force, the FAA's oversight resources for foreign repair stations may continue to be strained. In addition, the problems of application of drug-testing rules to foreign stations and mechanics are even more complex and difficult to resolve. Accordingly, based on the above considerations, the Committee directs the FAA to continue the cautious approach to certification and rating of foreign repair facilities described above.

DEVELOPMENT DIRECTION

The Committee recommends $15,321,000 and 150 positions for the planning, directing, monitoring, and coordinating of FAA's research, development, engineering, test, and evaluation programs, excluding medical activities. The Committee's recommendation is the same as the budget estimate and the House allowance.

En route sector capacity constraints.—Because en route sector constraints constitute a major cause of air traffic delays, the Committee directs the FAA in conjunction with system users, to undertake a comprehensive study to assess en route sector and terminal air traffic control capacity. The assessment should include development of recommendations and options to increase and improve en route sector throughput. Options for improvement to be evaluated should include, but not necessarily be limited to, resectorizaton, conflict point reduction, modification of the existing preferred route program, and elimination of static daily restrictions. The FAA shall provide an interim progress report on its findings to the Congress on or before March 31, 1991, and a final report by June 30, 1991.

ADMINISTRATION OF AIRPORTS PROGRAM

The Committee recommends $38,920,000 and 530 positions for this program. The amount recommended represents a $1,204,000 increase over the fiscal year 1990 level. Under this program, FAA makes airport safety and certification inspections, assures compliance with safety standards, resolves environmental issues, operates the Airports Grants Program, and carries out other activities associated with the development and improvement of the Nation's system of public airports.

Soundproofing of schools.—Section 301(c) of the 1987 amendments to the Aviation Safety and Noise Abatement Act of 1979 authorizes the Secretary to award grants to airport operators and local governments for projects to soundproof public building[s] used for educational or medical purposes in a noise-impacted area. It has come to the Committee's attention that, under a narrow interpretation of public building, there are instances in which applications for grants to soundproof church-connected or parochial schools have been denied while grants for public schools in the same noise-impacted area have been granted.

The Committee feels that, in amending the act in 1987 to specifically authorize noise abatement grants for public building[s], it was never the intent to thereby adopt a restrictive interpretation of that term which would limit funding to educational institutions that are operated by State or local governments. The authorization for soundproofing of educational institutions was designed to improve the educational environment of all children in noise-impacted areas. The Committee feels that soundproofing grants should be awarded to all schools irrespective of their governmental or private ownership or affiliation.

In coordination with local authorities, the Port Authority of New York and New Jersey, which operates the major airports in the northern New Jersey-New York metropolitan region, conducts a program to help reduce aircraft noise impacts on schools. To date, 30 schools in the region have been incorporated into the Port Authority's soundproofing program, assisted by approximately $27,000,000 in formula and discretionary AIP funding. The Committee believes that this program is an important part of efforts to address aircraft noise problems in the region, and supports continued Federal funding for it. The Committee understands that an additional $5,000,000 in AIP funds will be sought in fiscal year 1991, and directs the FAA to give priority consideration to this application.

National aviation noise policy.—In the national transportation policy released in February 1990, the Department expressed its intent to "take positive steps to deal with aircraft noise, which can disrupt life in communities near major airports and result in the imposition of local airport use restrictions."

The Committee agrees that this is an important issue, and, as it has in the past, urges the Department to continue to take all reasonable steps to address aircraft noise problems, such as those associated with the expanded east coast plan.

A major step forward in dealing with the problem would be the development of a national policy on aviation noise. Such a policy would provide a framework for dealing with aircraft noise in a comprehensive manner, through means such as the phasing out of noisier stage 2 aircraft.

The Committee directs the Secretary to initiate development of such a policy. This policy should be developed in coordination with, as appropriate, the Environmental Protection Agency, the Council on Environmental Quality, and the Department of Health and Human Services, and should involve extensive citizen participation, through a series of public meetings and community outreach. In addition, it is expected that the Secretary would seek input from

the aviation industry and airport operators, as well as local government.

Economic impact.—The Committee recognizes that it is critically important for airport planning and policy agencies at the Federal, State, and local levels to understand the economic impact of the operations of airports, including the generation of employment and payroll, local and regional spending, and other related factors.

The Committee believes that the Federal Aviation Administration should assist in developing a standardized methodology for determining direct and indirect impacts of airport and aviation of the Nation's economy. We urge the FAA to develop a methodology which can be used directly by small communities, rather than rely upon sophisticated analyses that are presently beyond the financial means of such communities.

Air Force base.—The Federal Aviation Administration is directed to determine what lands, facilities, equipment, and operational supports constitute airport property at the Myrtle Beach Air Force Base, which is currently being operated under a joint use agreement between the Air Force and the Horry County Airport Commission, and which property would be required to be transferred to the civilian airport authority should the base be closed. Such report shall be provided no later than December 1, 1990.

COMMUTER-SLOT RULE

The House includes report language requiring certain provisions of the high-density traffic airports rule regarding commuter slots be reviewed to determine if they meet current air transportation needs. The House has directed the Secretary to promptly initiate a rulemaking to reevaluate the current rule regarding commuter slots, with due regard to the preservation of air service to small- and medium-sized communities currently served with commuter slots at Chicago O'Hare International Airport.

The Department of Transportation [DOT] feels that this requirement would directly benefit only one specific airline and would allow use of commuter slots for air carrier aircraft, which would require an amendment to existing agency regulations. The administrative process to accomplish this would normally require the airline to file a petition with DOT. This process would be circumvented by the House report language requiring DOT to issue a final rulemaking. DOT has requested that the Senate disagree with the House requirement since there are serious congestion, delay, and environmental impacts of this approach; and airlines should follow the established process and petition for rulemaking.

HUMAN RESOURCES MANAGEMENT

The Committee recommends $296,086,000 and 1,460 positions for human resource planning and evaluation, and the administration of FAA employee recruitment, compensation, centralized training, employee relations, and labor-management relations. The recommended funding represents an increase of $5,966,000 and 62 positions over the fiscal year 1990 level.

The Committee has not included the $4,000,000 provided by the House for the Aviation Resource Consortium in Minnesota.

The Committee concurs with the concerns expressed in the House report regarding the need for FAA to improve in the areas of recruitment, screening, and training. The General Accounting Office [GAO] has testified before the Committee on several occasions that FAA's overall management of its critical safety work forces needs improvement in several areas, including recruiting, training, and staffing. The Committee is encouraged that FAA has recently launched a host of initiatives to address these problems. Even with these new initiatives and the progress it has made in the hiring and certifying new controllers, FAA may not be able to meet staffing goals set by the Committee. The agency also faces a major policy decision on how it will maintain its current equipment and how it will staff the needs of operating and maintaining the new more technologically advanced equipment associated with the national airspace system [NAS] modernization.

The Committee supports increased funding for aviation safety inspectors and the field maintenance work force. The Committee is concerned, however, that FAA needs to develop a system to generate new hires to replace its existing work force, including safety inspectors and maintenance technicians. This problem can become even more acute in the maintenance area, if NAS plan delays require the existing equipment to be used longer than originally planned.

The Committee is recommending approximately $2,240,000,000 in the "Facilities and equipment" account for the modernization of the national airspace. It is incumbent upon the FAA to ensure, in addition to procuring the equipment necessary to modernize the Nation's airspace, that qualified, trained personnel are available to operate and maintain that system. In addition, the growth in aviation requires a work force that is trained in the latest airframe, powerplants, and avionics technology.

DIRECTION, STAFF, AND SUPPORTING SERVICES

The Committee recommends $130,961,000 and 1,180 positions for this activity which supports FAA's primary programs. The Committee's recommendation is the same as the House allowance and the budget request.

HEADQUARTERS ADMINISTRATION

The Committee recommends $31,838,000 and 400 positions for this activity which includes the following administrative functions: accounting, budget, civil rights, international aviation, management systems, data systems, and policy and plans.

REPROGRAMMING PROCEDURES

The following are the current procedures governing reprogramming actions for the Federal Aviation Administration programs and activities funded in the Transportation and Related Agencies Appropriations Act:

1. Definition: Reprogramming, as defined in these procedures, includes the intra-account reallocation of funds from one project or program or activity to another for the following appropriations as

described herein: Facilities and equipment [F&E]; research, engineering, and development [RED]; grants-in-aid for airports [AIP]; and operations.

A reprogramming shall also consist of any significant change in scope of a project described in the agency's budget justifications. Specific definitions are included below.

2. Criteria for reprogramming: Any project which is deferred, canceled, or significantly reduced in scope through a reprogramming (that is, funds have been borrowed), shall not later be accomplished by means of further reprogramming; but, instead, funds should again be sought for the deferred, canceled, or significantly reduced project through the regular appropriations process.

3. Congressional review, notification, and approval: Certain reprogramming actions require congressional approval or notification. The Secretary will submit correspondence to the congressional Appropriations Committees for reprogramming actions as outlined below.

These guidelines are intended to permit congressional oversight and monitoring and involvement in funding decisions, including allocation of project savings and funding of resource shortfalls, without unnecessarily constraining the Secretary.

(a) Facilities and equipment: Prior congressional Appropriations Committees' approval is required on any reprogramming action which: (1) Is a significant change in the scope of a project as described in the agency's budget justification; (2) is a new project which exceeds the cost limit for minor F&E projects; (3) is a termination (other than a completion); or (4) is a dollar increase or decrease of more than 15 percent in either the benefiting or providing project.

Additionally, congressional concurrence is required for projects which involve an increase or decrease of more than $1,000,000, except when the project is over $10,000,000 and where the shift does not significantly change the scope of the project.

(b) Research, engineering, and development: Prior congressional Appropriations Committees' approval is required for termination of projects other than completions, and projects involving shifts (increases or decreases) of more than 25 percent or $500,000 (whichever is less), based on the detailed project sheets included in the justification.

(c) Grants-in-aid for airports: Prior congressional approval is required for new starts, terminations other than completions, and changes of more than 25 percent or $500,000 (whichever is less), for projects included in the justification including those covered by letters of intent.

(d) Operations: To ensure that the Committees may perform effective oversight, the Secretary shall seek concurrence for the following reprogramming actions: (1) When during the budget year OE funds are not utilized for the purpose which Congress approved as described in the operating expenses justification section of the FAA's budget estimates for that year. (2) When the Secretary proposes to close a facility or significantly increase or decrease the operational capability of a unit or facility either by a significant increase or decrease in funding and/or personnel. (3) When the Secretary intends to make a permanent significant change at a unit or

facility. (4) When the Secretary intends to initiate a new program, to significantly increase in scope, to cancel or significantly reduce in scope, or to change allocations specifically denied, limited, or increased by the Congress in the act or the report. In cases where unforeseen events or conditions are deemed to require such changes, the proposal shall be submitted in advance to the committees, and be fully explained and justified. In emergency cases only where the prior submission and review requirement would impair the Secretary's ability to perform, the Secretary shall provide timely notification.

(e) Congressional approval: Reprogramming proposals submitted to the Committees for prior approval shall be considered approved only if the Committees pose no objection and so state in writing.

4. Report language: Any limitation, directive, or earmarking contained in either the House or Senate report which is not contraindicated by the other report nor specifically denied in the conference report shall be considered as having been approved by both Committees.

5. Periodic reports: All reprogrammings, including reprogrammings which do not require prior Committee approval, shall be reported to the Committees periodically and shall include cumulative totals.

6. Assessments: No assessments shall be levied against any FAA program, budget activity, subactivity, or project funded by the Transportation Appropriations Act unless such assessments and the basis therefore are presented to the Committees on Appropriations and are approved by such Committees, in compliance with these procedures.

GENERAL PROVISIONS

The Committee has included legislative language to facilitate a property transfer of 102 acres of FAA property in Sayville, NY, to the Fish and Wildlife Service, to ensure the protection of an endangered plant species. In addition, the language provides for the no-cost transfer of the remaining 19.2 acres of such parcel to the town of Islip for public purposes. In both cases, ownership of the land remains with the Federal Government.

FACILITIES AND EQUIPMENT (AIRPORT AND AIRWAY TRUST FUND)

Appropriations, 1990	$1,721,171,000
Budget estimate, 1991	2,500,000,000
House allowance	2,138,615,000
Committee recommendation	2,240,018,000

Under the "Facilities and equipment" appropriation, safety, capacity and efficiency of the Federal airway system are improved by the procurement and installation of new equipment and the construction and modernization of facilities to keep pace with aeronautical activity and in accordance with the Federal Aviation Administration's comprehensive national airspace system [NAS] plan.

NAS PLAN MILESTONES FOR MAJOR SYSTEM ACQUISITIONS

System name	Year of first-site implementation			Year of last-site implementation		
	1983 plan	1987 plan	1989 plan	1983 plan	1987 plan	1989 plan
Advanced automation system [AAS]	1990	1993	1994	1994	1998	2000
Air route surveillance radar:						
ARSR–4	1985	1987	1988	1995	1996	1996
ASR–9	1985	1988	1989	1992	1992	1993
Automated weather observing system [AWOS]	1986	1989	1989	1990	1994	1994
Central weather processor [CWP]	1990	1994	1990	1991	1995	1996
Flight service automation system [FSAS]	1984	1986	1986	1989	1994	1994
Host computer	1986	1987	1987	1987	1989	1988
Microwave landing system [MLS]	1985	1988	1988	1999	2001	2004
Mode S	1986	1990	1992	1993	1995	2000
Radio communication links [RCL]	1985	1986	1986	1989	1992	1993
Terminal doppler weather radar [TDWR]	(1)	1993	1993	(1)	1996	1996
Voice switching and control systems [VSCS]	1989	1991	1993	1992	1993	1995

[1] The TDWR was not included in the 1983 NAS plan.

Source: FAA 1983, 1987, and 1989 NAS plans.

NAS PLAN SYSTEM ACQUISITIONS—REASONS FOR DELAY

System name	Reasons for delays
Advanced automation system [AAS]	Original delays due to underestimation of software and hardware requirements; latest delays due to bid protests. New 13-month delay not reflected in this schedule.
Air route surveillance radar [ARSR–4]	Changes in requirements—number of radars to be purchased.
Air route surveillance radar [ASR–9]	Hardware and software development problems.
Automated weather observing system [AWOS].	Contractor difficulties complying with requirements and failure to perform quality assurance procedures.
Central weather processor [CWP]	Underestimation of software development requirement.
Flight service automation system [FSAS]	Software development problems with model 1 systems. Current model 1 full-capacity systems are basically on schedule.
Host computer	Contractor performance in design competition phase.
Microwave landing system [MLS]	Delays encountered by contractor due to software problems. Subsequent buys delayed by FAA's need to demonstrate MLS benefits.
Mode S	Hardware and software development problems.
Radio communication links [RCL]	Per FAA—late program approval from OST and more competitive bids received than anticipated.
Terminal doppler weather radar [TDWR]	Basically on schedule.
Voice switching and control systems [VSCS].	Unanticipated technical difficulties by prototype contractors in meeting FAA requirements (system availability).

The bill includes an appropriation of $2,240,018,000 for the facilities and equipment of the Federal Aviation Administration. The funding breakdown follows:

	Fiscal year 1990 appropriation	Fiscal year 1991 budget estimate	House allowance	Committee recommendation
Air route traffic control centers	$745,807,700	$1,050,051,800	$907,557,000	$902,184,000
Airport traffic control towers	464,270,100	699,350,000	587,052,000	626,648,000
Flight service facilities	35,763,500	83,801,000	73,904,000	82,972,000
Air navigation facilities	95,735,600	179,371,000	154,443,000	170,455,000
Housing, utilities, and miscellaneous	267,450,600	316,373,200	291,606,000	286,706,000
Aircraft and related equipment	12,397,500	29,885,000	11,285,000	29,885,000
Development, test, and evaluation	24,687,200	16,270,000	16,270,000	16,270,000
Personnel compensation, benefits, and travel	75,058,800	124,898,000	124,898,000	124,898,000

	Fiscal year 1990 appropriation	Fiscal year 1991 budget estimate	House allowance	Committee recommendation
Accountwide adjustments			28,400,000	
Total	1,721,171,000	2,500,000,000	2,138,615,000	2,240,018,000

The Committee's recommended distributions of the funds for each of the major accounts are as follows:

	Fiscal year 1991 budget estimate	House allowance	Committee recommendation
Air route traffic control centers:			
Long-range radar	$75,200,000	$45,000,000	$60,000,000
Radar microwave link replacement/expansion	21,000,000		10,000,000
NEXRAD	24,736,000	20,736,000	24,736,000
ATC en route radar facilities improvements	14,908,600	14,908,000	13,900,000
Advanced automation system	556,300,000	540,500,000	540,500,000
Software development and integration	10,800,000	8,000,000	10,800,000
Central weather processor	10,000,000	7,500,000	7,500,000
Aeronautical data link	10,000,000	7,000,000	4,500,000
Automation improvements	5,000,000	5,000,000	5,000,000
Automatic dependent surv	6,745,000	6,745,000	6,745,000
NADIN II	4,500,000	4,500,000	4,500,000
ARTCC improvements/modernization	46,194,000	42,000,000	44,000,000
Data multiplexing network	8,000,000	8,000,000	8,000,000
Communications facilities consolidation/networking	2,000,000	2,000,000	2,000,000
Communications and control facilities improvements	6,368,200	6,368,000	6,368,000
Traffic management system	17,000,000	17,000,000	17,000,000
Voice switching and control system [VSCS]	185,100,000	126,100,000	90,000,000
Communications expansion	12,000,000	12,000,000	12,000,000
High capacity voice recorders	9,100,000	9,100,000	9,100,000
Air-ground radio frequency interference elimination	3,500,000	3,500,000	3,500,000
Establish RCF's	3,000,000	3,000,000	3,000,000
Expand/relocate RCF's	3,000,000	3,000,000	3,000,000
Satellite communications backup	3,600,000	3,600,000	3,600,000
ANICS	12,000,000	12,000,000	12,000,000
N.Y. TRACON communications			250,000
Subtotal, air route traffic control centers	1,050,051,800	907,557,000	902,184,000
Airport traffic control towers:			
Terminal doppler weather radar	83,700,000	83,700,000	83,700,000
Mode S spare parts, support, repairs	37,000,000	21,200,000	21,200,000
Terminal radar upgrades	5,900,000	9,900,000	16,900,000
Airport surveillance radars	47,372,000	45,000,000	45,000,000
Terminal NEXRAD	5,000,000		
Precision runway monitors	10,550,000	10,550,000	30,550,000
ASDE	6,000,000	6,000,000	6,000,000
Los Angeles Basin facilities consolidation	76,100,000	66,000,000	66,000,000
Austin Airport	850,000	850,000	
Mode C intruder	46,000,000	41,000,000	41,000,000
Dallas/Fort Worth Metroplex expansion	40,000,000	10,000,000	5,000,000
ATC terminal software development	7,600,000	2,954,000	7,600,000
Remote maintenance monitoring	25,000,000	10,000,000	10,000,000
Tower replacements	70,500,000	70,500,000	77,500,000
Tower/TRACON modernization	16,657,000	22,077,000	17,077,000
Tower integration program	1,650,000	1,650,000	1,650,000
Interim support plan	99,000,000	88,200,000	95,000,000
Terminal communications improvements	14,171,000	14,171,000	14,171,000
New Denver airport facilities	60,000,000	60,000,000	60,000,000
Tower communications system	23,000,000		5,000,000
Transceiver replacement	5,000,000	5,000,000	5,000,000
Radio tone control equipment	16,800,000	16,800,000	16,800,000

	Fiscal year 1991 budget estimate	House allowance	Committee recommendation
Establish TRACON	1,500,000	1,500,000	1,500,000
Subtotal, airport traffic control towers	699,350,000	587,052,000	626,648,000
Flight service facilities:			
Flight service station modernization	47,800,000	47,300,000	47,000,000
Very high frequency direction finder network	8,000,000	8,000,000	8,000,000
Flight service facilities improvements	1,529,000	1,132,000	1,500,000
Weather message switching center replacement	5,000,000	.....	5,000,000
Automated surface observing system	6,472,000	6,472,000	6,472,000
Direct user access terminal system [DUATS]	15,000,000	11,000,000	15,000,000
Subtotal, flight service facilities	83,801,000	73,904,000	82,972,000
Air navigation facilities:			
VOR/DME	29,441,000	21,725,000	21,725,000
Loran-C monitor system enhancements	1,000,000	1,000,000	1,000,000
Global positioning system	800,000	800,000	800,000
Nondirectional radio beacon facilities establishment/replacement	2,615,000	2,615,000	2,615,000
Microwave landing system demonstration program	35,200,000	11,100,000	22,000,000
Approach lighting system improvement program	12,500,000	12,500,000	12,500,000
Automated surface observing system [ASOS]	30,100,000	30,100,000	30,100,000
Visual navaids	15,989,000	15,989,000	15,989,000
ILS establishment	16,700,000	22,588,000	26,700,000
Instrument landing systems replacement	25,000,000	26,000,000	27,000,000
Runway visual range	5,776,000	5,776,000	5,776,000
Automated flight procedures development for terminal navigation facilities [IAPA]	4,250,000	4,250,000	4,250,000
Subtotal, air navigation facilities	179,371,000	154,443,000	170,455,000
Housing, utilities, and miscellaneous facilities:			
National radio communications system [NARACS]	2,300,000	2,300,000	2,300,000
FAA buildings and equipment modernization	24,366,800	19,000,000	20,000,000
Airport datum monument	1,500,000	1,500,000	1,500,000
Computer-based instruction	2,900,000	2,900,000	2,900,000
Electrical power system improvements	9,733,300	9,733,300	9,733,000
Fuel storage tank replacements	10,000,000	10,000,000	10,000,000
ADP facilities management (CORN)	25,000,000	15,000,000	.....
Employee safety upgrades at towers	6,500,000	6,500,000	6,500,000
Maintenance control centers	5,200,000	5,200,000	5,200,000
Land/easement purchases	3,000,000	3,000,000	3,000,000
Automated document development and maintenance	1,900,000	1,900,000	1,900,000
Systems engineering and support	111,000,000	108,600,000	108,600,000
Air navigation facility/ATC system support	7,500,000	7,500,000	7,500,000
Mike Monroney Aeronautical Center—lease	8,204,100	8,204,000	8,204,000
Logistics support services	6,300,000	6,000,000	6,000,000
Air navigation aids/ATC facilities improvements	3,500,000	3,500,000	3,500,000
Frequency and spectrum engineering	1,900,000	.....	1,900,000
Human resource management plan for NAS transition/implementation	1,500,000	1,500,000	1,500,000
Test equipment/printed circuit board software	3,800,000	3,800,000	3,800,000
Dynamic ocean track system	285,000	285,000	285,000
Advanced design and management control contract support	3,984,000	6,984,000	3,984,000
Independent operational test and evaluation	4,000,000	4,000,000	4,000,000
Hazardous materials management	15,000,000	15,000,000	15,000,000
Aircraft and airmen registry	10,000,000	10,000,000	10,000,000
Contract support	4,600,000	2,000,000	.....
Aviation safety analysis system	25,200,000	20,000,000	15,200,000
NAS management automation program	14,200,000	14,200,000	14,200,000
Mid-American resource consortium	.....	3,000,000	.....
NAS program transition	3,000,000	.....	.....

	Fiscal year 1991 budget estimate	House allowance	Committee recommendation
Airway science curriculum			20,000,000
Subtotal, housing, utilities, and miscellaneous facilities	316,373,200	291,606,000	286,706,000
Aircraft and related equipment:			
Long-range international flight inspection aircraft	18,600,000		18,600,000
Upgrade flight inspection B–727	2,795,000	2,795,000	2,795,000
Upgrade flight inspection CV–580	3,200,000	3,200,000	3,200,000
Marker beacon systems	470,000	470,000	470,000
Cockpit voice recorders and flight data recorders	2,620,000	2,620,000	2,620,000
R&D CV–580	2,200,000	2,200,000	2,200,000
Subtotal, aircraft and related equipment	29,885,000	11,285,000	29,885,000
Development, test, and evaluation:			
FAA Technical Center Building lease	5,290,000	5,290,000	5,920,000
Utility plant modifications	1,800,000	1,800,000	1,800,000
Turbine rotor burst test facility	400,000	400,000	400,000
General airport improvements	1,300,000	1,300,000	1,300,000
NAS modernization of system support laboratory	4,700,000	4,700,000	4,700,000
Technical Center R&D laboratory	2,000,000	2,000,000	2,000,000
Special component evaluation system	550,000	550,000	550,000
Communication system modernization	230,000	230,000	230,000
Subtotal, development, test, and evaluation	16,270,000	16,270,000	16,270,000
Personnel compensation, benefits, and travel:			
Establishment/improvement of facilities	114,410,000	114,410,000	114,410,000
Flight inspection	1,625,000	1,625,000	1,625,000
Factory inspection/contract support	6,313,000	6,313,000	6,313,000
Aeronautical Center	2,550,000	2,550,000	2,550,000
Subtotal, personnel compensation, benefits, and travel	124,898,000	124,898,000	124,898,000
Total program level	2,500,000,000	2,167,015,000	
Accountwide adjustments:			
Support contracts		−8,400,000	
Prior year unobligated		−20,000,000	
Subtotal		−28,400,000	
Total appropriation	2,500,000,000	2,138,615,000	2,240,018,000

AIR ROUTE TRAFFIC CONTROL CENTERS

The Committee recommends $902,184,000 for various improvements at air route traffic control (en route) centers.

Long-range radar.—The House has reduced the administration's request for long-range radar based on a 13-month delay that has produced a substantial manufacturing backlog. These radars are to replace obsolete surveillance system radars at 39 joint FAA and U.S. Air Force sites. The fiscal year 1991 request provides funding for the purchase of nine additional radars and for spares, testing, and field implementation. Since these radars would not be operational until 1995, costs associated with spare parts, testing, and field implementation have been deleted by the Committee.

Radar microwave link replacement/expansion.—The House has deleted all funding for the restoral switching system for the radar microwave link replacement/expansion program. The RCL program is to replace equipment at 750 outdated sites which have

become expensive to maintain, and to expand to 250 new sites to form a national microwave radio network. The restoral switching system is a subprogram to provide alternate route switching capability of digital data transmission over analog circuits. Because of previous delays associated with this program there is good possibility that this particular program will not be awarded in 1991. The Committee has reduced funding by $9,500,000 associated with this subprogram, and another $1,500,000 associated with the low-density microwave program.

ATC en route improvements.—The Committee has reduced by $1,000,000 the request for en route facilities improvements due to delays in the Mode S Program which has delayed the relocation of radar beacon sites.

Aeronautical data link.—The Committee has reduced the amount requested for the data link program by $5,500,000 which is the amount associated with hardware and software development in Build Two. A fully competitive procurement for Build Two will take approximately 18 months and, therefore, would not be awarded until early 1992.

Advanced automation system [AAS].—In November 1989, the prime contractor on AAS announced a 13-month delay in implementing the initial sector suite system which is the primary component and largest portion of the AAS. Modifications to address software concerns will not be completed until the end of this year. Because of this, it is estimated that site preparation of at least three initial sector suite sites will not occur in fiscal year 1991; therefore, the Committee has reduces the budget request by $15,000,000.

Voice switching and control system [VSCS].—The VSCS is intended to provide a computer-controlled voice system for both ground-to-ground and air-to-air communications that will deployed at 23 air traffic control centers and is expected to serve up to 430 positions at each center. VSCS will provide communications for new controller workstations being developed under the advanced automation system. Due to delays associated with both AAS and VSCS, at least $95,000,000 of fiscal year 1990 funds provided for first year production will carry over into 1991. FAA originally estimated that it would need approximately $185,000,000 for the first year of production, technical support, and implementation. Therefore, the Committee has reduced funding by the carried-over amount, which still allows for full funding of the first year of production.

Air route traffic control centers

Long-range radar sites:
- FAA Aeronautical Center
- Mill Valley, CA
- Makah, WA
- Oceana, VA
- Lake Charles, LA
- Paso Robles, CA
- Crescent City, CA
- Jedburg, SC
- Mount Santa Rosa, Guam
- Tyndell, FL
- Salem, OR
- Gibbsboro, NJ

Ellington, TX
Watford City, ND
Slidell, LA
Cross City, FL
Fort Fisher, NC
Bucks Harbor, ME [1]
El Paso, TX [1]
Phoenix, AZ [1]
Richmond, FL [1]
Nashwauk, MN [1]
Lakeside, MT [1]
Mount Kaala, NY [1]
Sonora, TX [1]
Kenai, AK [1]
Whitehouse, FL [2]
Riverhead, NY [2]
Silver City, NM [2]
Empire, MI [2]
Finley, ND [2]
Utica, NY [2]
Mica Peak, WA [2]
Mount Laguna, CA [2]
Malmstrom, MT
Patrick, FL
Odessa, FL
Fort Lonesome, FL
North Truro, MA
Oilton, TX

[1] Funded in fiscal year 1991.
[2] Funded in fiscal year 1992.

AIRPORT TRAFFIC CONTROL TOWERS

The Committee's recommendation is for $626,648,000 which is $39,596,000 above the House allowance, differences include:

Mode select.—The Committee concurs with the House's reduction to the Mode S Program which is to provide more accurate aircraft location and to allow controllers and pilots to exchange data. In 1984, the FAA contracted to buy 137 Mode S systems to replace many existing beacon radars and provide data communications to the air traffic control system. Based on technical problems and delivery slippage, the FAA is now accepting an interim system which does not meet all of the original requirements. The first interim system is expected to be delivered to an operational site in early 1992. Fully capable systems will not be delivered until mid-1993; $15,800,000 of the request is associated with spares and repairs which will not be needed until the first interim system is delivered in mid fiscal year 1992.

Terminal radar upgrades.—The Committee has concurred with the additional funding provided by the House for installation of an ANR approach radar system in Roswell, NM, and has also provided $7,000,000 for an upgraded approach radar system in the vicinity of the Eastern West Virginia Airport in Martinsburg, WV.

Terminal NEXRAD.—The Committee concurs with the House's reduction for this program given the full amount recommended for the terminal doppler weather radar program. Terminal NEXRAD was an interim measure designed to provide wind shear detection capability until the doppler program was operational.

Precision runway monitors.—During the past year, the FAA has successfully conducted demonstrations of two new precision

runway monitor systems which are intended to improve runway capacity and safety by reducing the required spacing on independent parallel runways. These systems have also shown potential for improving capacity and safety for independent converging runways. The Committee feels that FAA should move expeditiously in this area and procure additional equipment including three quick-scan systems and three back-to-back systems. Priority consideration should be given to Kennedy Airport, NY, Newark International, NJ, Minneapolis St. Paul International, MN, Chicago O'Hare International, IL, St. Louis Lambert, MO, and Dallas/Fort Worth International, TX.

Los Angeles basin facilities consolidation.—The Committee concurs with the reduction taken by the House which is associated with a land purchase that is no longer necessary.

Mode C intruder.—The Committee concurs with the House's reduction for the reasons stated in the House report.

Dallas/Fort Worth Metroplex.—FAA is requesting $40,000,000 for the second year of funding for expansion of the Dallas/Fort Worth Metroplex. This is in addition to the $52,000,000 provided in fiscal year 1990. This request is for various facilities and equipment items including a tower, new ASR-9 radar, instrument landing systems, and navigational devices. The new equipment is predicated on the building of two new runways for which environmental impact statements have not yet been completed. In addition, terminal radar approach control funds will not be used until 1992, and the east and west tower construction schedules have slipped. Funds provided in fiscal year 1990 are available to satisfy necessary obligations in fiscal year 1991.

Remote maintenance monitoring [RMM].—While this increases technician productivity, additional RMM retrofitting produces little more safety. As new NAS equipment is installed, reliability of the equipment itself provides a higher reliability and safety factor.

Interim support plan.—The Committee has reduced the funding by $5,000,000 based on an overestimate on the uninterruptable power supply costs.

Tower replacements.—The Committee has provided the full amount requested for airport traffic control tower replacements, and in addition, has provided $7,000,000 for construction of a new tower at the Luis Munoz Marin International Airport in San Juan, Puerto Rico.

Tower/TRACON modernization.—The Committee has provided the full amount requested by the administration for this program. In addition, the Committee has provided additional funding of $420,000 for equipping a new tower at the Central Wisconsin Airport in Mosinee, WI.

Tower communications system.—The administration is requesting funds to initiate a new tower communications systems. Prior tower, TRACON, and flight service station voice communication needs were provided by an integrated communications switching system. The 1991 funding request is based on the operational needs for higher availability of voice communications, remote maintenance monitoring, and cost effectiveness. The program is undergoing extensive requirements analysis by the acquisition office and the contract award may be delayed until late 1991/early 1992. The Com-

mittee has provided funding based on the possible need to purchase additional stopgap integrated communications switching systems during the acquisition office's analysis.

Airport traffic control towers

Terminal doppler weather radar locations:
- Aeronautical Center, OK [1]
- Memphis, TN [1]
- Houston (Intercon.), TX
- Fort Lauderdale, FL [1]
- Denver (new airport), CO [1]
- Atlanta, GA [1]
- Chicago (O'Hare), IL [1]
- New York (Kennedy), NY [1]
- Miami, FL [1]
- Dallas/Fort Worth, TX [1]
- Newark, NJ [1]
- Orlando, FL [1]
- St. Louis, MO [1]
- Pittsburgh, PA [1]
- Tampa, FL [1]
- Andrews AFB, MD [1]
- New Orleans, LA [1]
- New York (La Guardia), NY [1]
- Minneapolis, MN [2]
- Washington (National), VA [2]
- FAA Technical Center, NJ [2]
- Detroit, MI [2]
- Charlotte, NC [2]
- Houston (Hobby), TX [2]
- Cincinnati (Covington), KY [2]
- Kansas City, MO [2]
- Philadelphia, PA [2]
- West Palm Beach, FL [2]
- Phoenix, AZ [2]
- Dallas (Love), TX [2]
- Raleigh-Durham, NC [2]
- Salt Lake City, UT [2]
- Cleveland, OH [2]
- Washington (Dulles), VA [2]
- Louisville, KY [2]
- Dayton, OH [2]
- Baltimore, MD [2]
- Boston, MA [2]
- Indianapolis, IN [3]
- Nashville, TN [3]
- Columbus, OH [3]
- Tulsa, OK [3]
- San Juan, PR [3]
- Milwaukee, WI [3]
- Oklahoma City, OK [3]
- Wichita, KS [3]
- Chicago (Midway), IL [3]

ASR relocations:
- None in fiscal year 1991 budget request

Video mappers:
- Chicago ORD, IL
- Flint, MI
- Green Bay, WI
- Indianapolis, IN
- Lansing, MI
- Peoria, IL
- Rochester, MN
- Sioux Falls, SD

Radar remoting to satellite towers (D-BRITE): Boston, MA

ASR-9 locations (continuation of prior year funding):

Charlottesville, VA
Gainsville, FL
Missoula, MT
Nantucket, MA

Terminal NEXRAD locations:
None (program terminated)

Tower replacements:
Chicago (Midway), IL
Chicago (O'Hare), IL
Helena, MT
Kansas City (MKC), MO
Los Angeles, CA
Montgomery, AL
Newark, NJ
Roswell, NM
San Diego, CA
San Juan, PR
St. Louis, MO

Tower/TRACON modernization locations:
Boise, ID
Duluth, MN
Elmira, NY
Fresno, CA
Hilo, HI
Indianapolis, IN
Ithaca, NY
Lancaster, CA
Lexington, KY
Lincoln, NE
Livermore, CA
Longview, TX
Madison, WI
Miami, FL
Mosinee, WI
New Bedford, MA
Norwood, MA
Oakland, CA
Oklahoma City, OK
Omaha (Offutt), NE
Pontiac, MI
Raleigh, NC
Seattle, WA
Sioux Falls, SD
Springfield, MO
St. Louis, MO
Tamiami, FL
Texarkana, AR
Tomball, TX

[1] Funded in fiscal year 1989.
[2] Funded in fiscal year 1990.
[3] Funded in fiscal year 1991.

FLIGHT SERVICE FACILITIES

The Committee has provided a total of $82,972,000 for flight service facilities. This is $829,000 below that requested by the administration and $9,068,000 above that recommended by the House.

Weather message switching center.—The Committee has provided the funding requested for the switching center replacement program which provides a central FAA communications point for the collection, storage, and distribution of weather data and notices to airmen data. Funding is for additional training, logistics, and engineering support.

Direct user access terminal system.—The Committee has provided the full amount requested for the direct user access terminal system which is to pay for the third year of contract lease costs.

AIR NAVIGATION FACILITIES

The Committee has provided a total of $170,455,000 which is $8,916,000 below the administration's request and is $16,012,000 above that provided by the House.

VOR/DME.—The Committee has reduced funding for the very high frequency omnidirectional radio range [VOR] with distance measuring equipment [DME] program. The reduction, which is the same as that recommended by the House, is based on the expectation that FAA will not require funds for procurement of a low-power tactical air navigation [TACAN] antenna until fiscal year 1992.

Instrument landing system [ILS] establishment.—The Committee has provided an additional $10,000,000 above that requested to support the establishment of additional ILS's not requested by the administration and for a glideslope transmitter at Davenport, IA.

ILS—Pulliam Airport, AZ.—The FAA reports that it developed unanticipated difficulty in installation of an instrument landing system [ILS] for runway 21 at Pulliam Airport, Flagstaff, AZ. Funds for the equipment procurement and installation were appropriated for the current fiscal year; however, the FAA advises insufficient funds remain to complete installation of ENFIR glideslope antenna, approach lighting system and any other associated visual range equipment. The Committee directs that the FAA identify and provide sufficient funds expend from the "Facilities and equipment" appropriation to complete ILS installation at Pulliam Airport, Flagstaff, AZ.

Instrument landing system replacement.—The Committee has provided an additional $2,000,000 above that requested for the ILS replacement program for the below listed sites.

Microwave landing system.—The Committee recommends $22,000,000 for the microwave landing system [MLS], a reduction of $13,100,000 from the budget request. The recommended level is intended to fully fund the ongoing demonstration and validation program, which involves nine projects, and to permit FAA to initiate a procurement process for acquisition of 6 prototype category II/III MLS from two different vendors (total of 12 MLS ground stations). However, the FAA may commit no more than $3,000,000 to this procurement program absent specific concurrence from the Committee.

The Committee remains concerned about continued requests for funding of various elements of the MLS program without evidence that uncertainties concerning future costs of the ground and airborne systems and the benefits to be derived from implementation of MLS have been resolved.

The Committee is also concerned that rapidly growing enthusiasm in the aviation user community for use of space-based navigation systems such as the global positioning system [GPS] to update airborne area navigation systems may be an indication that the requirement for MLS is likely to change. Ability to fly complex ap-

proach, missed approach, and departure paths using increasingly common airborne area navigation capability may permit many operational benefits to be achieved without installing MLS ground stations at all locations where such a need is currently forecast.

Therefore, the Committee directs FAA to submit interim reports on the results of the following elements of the nine demonstration/validation programs by March 1, 1991:

—ILS/MLS frequency study;
—Simulation of complex procedures in terminal areas such as New York, Chicago, and San Francisco and assessment of the operational benefits;
—Simulation of MLS approaches by wide-body aircraft;
—Costs to implement MLS, ground and airborne;
—Assessment of alternatives to MLS, including ILS augmented by area navigation systems updated by DME, GPS, loran C, or combinations of navigation aids;
—Results of MLS demonstration projects at JFK, Midway, and Philadelphia airports and TERPS criteria development for complex IFR procedures at these airports.

The Committee directs that FAA submit final reports on all nine demonstration/validation projects before award of any MLS CAT II/III prototype contracts and no later than September 30, 1991.

Air navigation facilities

VOR/DME facilities locations:
Altoona, PA
Clarksburg, WV
Allen Co., OH
Bloomington, IL
Burlington, WI
Allendale, SC
Cecil, FL
Clarksville, TN
Danville, VA
Delancey, NY
Circleville, OH
Galesburg, IL
Grand Rapids, MI
Elizabeth City, NC
Frankfort, KY
Fulton County, GA
Franklin, PA
Frederick, MD
Grantsburg, WI
Jacksonville, FL
Kankakee, IL
Jackson, TN
Laurel, MS
Melbourne, FL
Hagerstown, MD
Hazelton, PA
Kenosha, WI
Lacrosse, WI
Sheboygan, WI
Mount Vernon, FL
Natchez, MS
New Bern, NC
Montebello, VA
North Philadelphia, PA
West Bend, WI
Wolf Lake, IN

Yankton, SD
Pompano Beach, FL
Saufley, FL
Tupelo, MS

Instrument landing systems

New locations:	*Runway*
Chicago, IL (O'Hare)	9L
Do	9R
Do	22L
Do	4L
Do	4R
Appleton, WI	3
Decatur, IL	6
Baltimore-Washington, MD	28
Farmingdale, NY	14
Latrobe, PA	23
North Philadelphia, PA	24
Alton, IL	29
Chicago, IL (O'Hare)	32R
Do	27R
Do	22R
Concord, NH	35
Keene, NH	2
Laconia, NH	8
Fort Lauderdale, FL	9L
Panama City, FL	14
Gulfport, MS	13
Rocky Mount, NC	4
Esler Field, LA	26
Santa Ana, CA	19R
Las Vegas, NV	25
Huntsville, AL	
Gwinnett County, GA	
Jonesboro, AR	
Bowling Green, KY	
Mount Joy, IA	
McCarran International, NV	
Spokane International, WA	
West Memphis, AR	
Owens Field, SC	
Reading Regional, PA	
Replacements:	
Dallas/Fort Worth, TX	18L
Do	17R
Do	17L
Do	35R
Do	31R
Do	18R
Wichita, KS	01L
Anchorage, AK	06R
Jackson, MS	15L
FAA Academy, OK, FAA depot—Test bed	
Bangor, ME	15
Boston, MA	04R
Nashville, TN	02L
Morsant, LA	10
Seattle, WA	16R
Minneapolis, MN	29L
Philadelphia, PA	9R
LaGuardia, NY	22
Baltimore-Washington, MD	10
J.F. Kennedy, NY	13L
Fairbanks, AK	01L
St. Louis, MO	30R
National, Washington, DC	36
Andrews AFB, MD	19R

McCarran International, NV
Spokane International, WA

Runway visual range equipment locations

Locations:
Windsor Locks, CT
Fort Lauderdale, FL
Jacksonville, FL
Bloomington, IL
Dupage, IL
Moline, IL
Peoria, IL
Elkhart, IN
Indianapolis, IN
Hyannis, MA
New Bedford, MA
Detroit, MI
Flint, MI
Minneapolis, MN
Minot, ND
Albany, NY
Islip, NY
Rochester, NY
Dayton, OH
FAA Academy, OK
FAA depot, OK
Tulsa, OK
Allentown, PA
Philadelphia, PA
Pittsburgh, PA
Providence, RI
Columbia, SC
Nashville, TN
Alliance, TX
Corpus Christie, TX
Houston, TX
Midland, TX
Norfolk, VA
Green Bay, WI
Charleston, WV

HOUSING, UTILITIES, AND MISCELLANEOUS

The Committee has provided a total of $286,706,000 which is $29,667,200 below that requested by the administration and $4,900,000 below that recommended by the House.

Computer resources nucleus [CORN].—The Committee has not provided any additional funds for the CORN project which is a general purpose data processing contract by which a single contractor would provide, maintain, and operate the computer facilities, equipment, software, and technical support to meet FAA's data processing needs over the next 10 years. The General Accounting Office in its report "FAA Procurement: Major Data Processing Contract Should Not Be Awarded" (GAO/IMTEC 90–38, May 25, 1990) stated that the CORN project was found to be inadequately justified and they recommended that the Secretary not award the contract. The Committee feels that adequate resources exist from prior year's unobligated funds to cover whatever expenses are incurred in reevaluating this procurement and designing a well-justified proposal.

Systems engineering and support.—The Committee concurs with the House's reduction for this activity for the purposes stated in House Report 101-584.

Contract support.—The Committee is concerned about the growth in FAA's facilities and engineering support contracts. It is unclear to the Committee, given the existing contract with a prime systems engineering and integration contractor, how these additional support contracts can be justified. The Committee is concerned about overlap in many of these contracts that do not produce measurable improvement in FAA's ability to plan, integrate, implement, and operate the various NAS plan activities.

Aviation safety analysis system [ASAS].—The Committee supports the ASAS which is to provide a means of accessing safety-related data by the inspector work force which is critical to meeting FAA's safety-related responsibilities. The administration's request covers both the maintenance of the current system, preliminary systems design for a new system, and the first phase of procurement of new hardware and software. Funding is provided to maintain the current system and to proceed with a new systems design.

Airway science curriculum.—The Committee has provided $20,000,000 above that requested by the administration for the airway sciences curriculum program. The Committee is concerned that FAA have the necessary personnel in the near and long term to adequately operate and manage the new environment created through the national airspace system modernization. The Committee supports the expansion and enhancement of academic programs which produce qualified candidates to enter the FAA in a variety of disciplines. The Committee expects that such grants will be used to train air traffic control specialists, avionics maintenance and testing technicians, safety inspectors, and airway computer science technicians. Within the funds provided, the Committee directs that $300,000 be available to the Mid-Atlantic Aviation Training and Education Center for computer stations and peripherals to run competency-based computer curricular materials; $1,000,000 to Embry-Riddle to study and report on broadening the recruiting base for future air traffic control professionals and evaluations of innovative educational methods and technological enhancements to air traffic control education; $4,000,000 for the University of North Dakota's satellite transmission educational classes; and, $1,000,000 for the controllers and flight technology program at Central Washington University.

AIRCRAFT AND RELATED EQUIPMENT

Long-range aircraft.—The Committee has not concurred with the reduction proposed by the House which eliminates funding of $18,600,000 for the long-range international flight inspection aircraft. The Committee agrees with the House that the Department should examine what aircraft in the Department of Defense [DOD] inventory may satisfy their needs. Since DOD is the prime beneficiary of FAA's inspection program and force reductions are now taking place, the Committee expects that through prudent management the FAA will reduce the originally projected costs of

$100,000,000 associated with the purchase of five long-range international flight inspection aircraft.

PERSONNEL COMPENSATION, BENEFITS, AND TRAVEL

The Committee's recommended funding level will provide for 1,743 positions and 1,514 staff-years, as requested. This is an increase of 375 positions and 188 staff-years above the fiscal year 1990 level.

RESEARCH, ENGINEERING, AND DEVELOPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Appropriations, 1990	$170,163,000
Budget estimate, 1991	190,000,000
House allowance	195,000,000
Committee recommendation	206,600,000

This appropriation finances research, engineering, and development programs to improve the national air traffic control system and to increase its safety, productivity, and capacity. The programs are designed to meet the expected air traffic demands of the future and to promote flight safety. The major objectives are to keep the current system operating safely and efficiently; to protect the environment; and to modernize the system through improvements in facilities, equipment, techniques, and procedures in order to insure that the system will safely and efficiently handle the volume of aircraft traffic expected to materialize in the future.

The bill includes $206,600,000 for research, engineering, and development. This level is $16,600,000 above the budget request and $11,600,000 above the House allowance. The Committee suggests the following allocation:

	Fiscal year 1990 appropriation	Fiscal year 1991 budget estimate	House allowance	Committee recommendations
Air traffic control	$92,948,000	$103,746,000	$108,746,000	$107,346,000
Advanced computer	17,778,000	19,141,000	19,141,000	19,141,000
Navigation	2,630,000	3,359,000	3,359,000	3,359,000
Aviation weather	13,111,000	7,739,000	7,739,000	7,739,000
Aviation medicine	6,450,000	6,473,000	6,473,000	6,473,000
Aircraft safety	35,276,000	47,142,000	47,142,000	60,142,000
Environment	1,970,000	2,400,000	2,400,000	2,400,000
Total	170,163,000	190,000,000	195,000,000	206,600,000

AIR TRAFFIC CONTROL

The Committee recommends $107,746,000 for the air traffic control activity. This is an increase of $10,798,000 over the fiscal year 1990 level. This activity focuses on the adaptation and application of existing technology to the air traffic control system to enhance its operational safety, productivity, and capacity. Among the development projects funded are: an airborne traffic alert and collision avoidance system which will operate independently of the ATC system; improved switching systems for controller voice communi-

cations; automated en route air traffic control [AERA], which is a key function of the planned AAS system; and air/ground data link capability.

Technology.—The Committee concurs with the additional funding of $3,600,000 provided by the House for satellite application research. Given the tremendous strides made by the Department of Defense in using global positioning system [GPS] for the tracking of air and land-based movements, the Committee expects the Department of Transportation to include in its report to the House and Senate Appropriations Committees an assessment of the benefits of GPS for commercial airflights.

Support.—The Committee has deleted the additional funding provided by the House for aviation research at Wichita State University. Programs like this can be funded under the airway sciences curriculum program within the "Facilities and equipment" account. Within the amount provided, the Committee expects that FAA coordinate with NASA AMES to conduct a field test of the terminal automation enhancement being conducted by NASA in order to expedite implementation of terminal automation system enhancements.

Airport capacity research

The Committee concurs with the House in including $33,773,000 for airport capacity research. This is the same as the budget request. It is clear that airport capacity limitations are emerging as a more and more serious constraint on the national aviation system. And no one doubts that there are implications for the margin of safety as terminal congestion rises.

This additional funding is intended for research on possible capacity improvements identified by industry representatives. Specifically, it is expected that this additional funding will be used to expedite the development, demonstration, and implementation of such concepts as: reducing minimum separation standards for parallel and converging approaches; establishing special capacity task forces at the busiest airports; applications of computer modeling techniques to capacity projects; terminal area automation including automated planning, coordination, and traffic control aids; airspace procedures for triple and quadruple IFR approaches, including simulation and field tests; simulation and field demonstration of new airport pavement, lighting and marking designs to improve runway usage; and wake vortex surveillance and forecasting to enhance airport acceptance rates.

The Committee concurs with the House in the directive that the airport capacity category should include only those research and development projects whose objectives and anticipated benefits are preponderantly in the area of capacity enhancement.

ADVANCED COMPUTER

The bill includes the full budget estimate, $19,141,000 for this activity which supports the development and deployment of NAS plan advanced automation systems for en route and terminal air traffic control. The higher levels of automation envisioned are in-

tended to provide more reliable and safer operations in the context of expanding demand for air traffic services beyond the mid-1990's.

NAVIGATION

The Committee concurs in the House allowance of $3,359,000 for this activity which provides for the expansion and modernization of common aeronautical navigation system facilities. Projects funded in this activity include application of the global positioning system [GPS] to the national airspace system, evaluation of methods to enhance the performance of the existing system, and examination of advanced ATC procedures with MLS curved approach and departure capabilities.

AVIATION WEATHER

The Committee recommends $7,739,000 for this activity. The goal of the aviation weather program is to improve the timeliness and accuracy of weather information provided to the national airspace system. Elements of this activity are conducted in close cooperation with the National Weather Service, the Departments of Commerce and Defense, and the National Aeronautics and Space Administration. Among the areas emphasized are: weather radar development (terminal doppler); the central weather processor; airborne windshear detection; and expanded low-level windshear coverage.

AVIATION MEDICINE

The bill includes $6,473,000 for aviation health and safety research. Projects funded under this activity focus on: the role of the human operator in the ATC system; the performance and work environment of airmen; the safety and health of pilots and aircrew; and the safety of passengers and certain ground personnel.

AIRCRAFT SAFETY

The Committee recommends $60,142,000 for this activity which supports efforts to foster the design of safer aircraft and to increase the security of air travel. Principal program elements include research on: aircraft cabin safety; crashworthiness; preserving airworthiness in event of system failures; and explosive/sabotage detection.

The Committee has provided an additional $4,000,000 above that requested by the administration for a Centers for Aviation Systems Reliability to explore new nondestructive evaluation techniques and to train evaluation engineers and technicians in systems reliability. With the passage of the Aviation Safety Research Act of 1988, the FAA is required to undertake or supervise a program to develop technologies for predicting the effects of aircraft maintenance, wear and fatigue on aircraft, and air safety. The additional funds are to aid this effort.

In addition, the Committee recommendation includes $4,000,000 to establish a Nondestructive Evaluation Center proposed by Sandia National Laboratory and New Mexico State University in partnership with the private sector, to be located at Kirtland Air Force Base in New Mexico. The NDE Center will develop, demon-

strate, and transfer to routine use by the commercial aviation industry, state-of-the-art technology to inspect aging aircraft. U.S. airlines are now operating the oldest fleet in aviation history with more than 33 percent of the fleet having exceeded their designed economic lifetime of roughly 20 years. One-half the fleet will soon exceed its designed economic life, raising serious safety concerns about operation beyond the originally intended use. The NDE Center will focus on technology development and its practical implementation through detailed FAA-approved procedures and training. The NDE Center will transfer the results of ongoing research into aircraft crashworthiness and aviation safety the Committee has supported in previous years to practical, economic use by the commercial aviation industry.

The administration has requested a total of $26,362,000 for explosives detection, weapons detection, airport security, and security systems integration. Of this amount $22,615,000 is for explosives detection; $1,899 is for weapons detection; $1,249,000 for airport security; and, $599,000 for security systems integration. The Committee supports the administration's requests in these areas; but is concerned that sufficient resources may not be available for some of the technological efforts that involve vapor detection. Therefore, the Committee has included $5,000,000 above that requested to advance research in both the stationary and mobile vapor detection areas.

ENVIRONMENT

The Committee recommends $2,400,000 the full budget estimate, for research on aircraft noise control and pollution problems. This is the same as the House allowance. Among the major program emphases within this activity are studies supporting the development of procedures and equipment for reducing and controlling aircraft noise and engine emissions. Research is also conducted on land use compatibility planning and use restrictions.

GRANTS-IN-AID FOR AIRPORTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(AIRPORT AND AIRWAY TRUST FUND)

Appropriations, 1990	$1,190,000,000
Budget estimate, 1991	1,277,600,000
House allowance	1,400,000,000
Committee recommendation	1,400,000,000

The Airport and Airway Improvement Act of 1982, as amended, authorizes a program of grants of funds for airport planning and development, and noise compatibility planning and projects for public use airports in all States and territories.

The Committee recommends $1,400,000,000 in liquidating cash for grants-in-aid for airports. This increase over the budget is consistent with the Committee's obligation limitation on airport grants.

LIMITATION ON OBLIGATIONS

The bill also includes a limitation on obligations for airport development and planning grants which are financed under contract authority. The limitation recommended for fiscal year 1991 is $1,650,000,000. This is $150,000,000 more than the budget request and $150,000,000 below the House allowance.

The recommended increase over the budget is intended to support a more rapid expansion of airport capacity. Airport facilities are obviously a major factor in overall system capacity and safety and will become an increasingly important constraint as the volume of air traffic continues to rise. Accordingly, the Committee expects that FAA will concentrate the resources provided, on projects that directly enhance the capacity and safety of the aviation system.

Within the obligation level recommended, the Committee directs that priority be given to grant applications involving the further development of the following airports:

Albany County Airport, NY
Ardmore Airpark, OK
Athens-Ben Epp Airport, GA
Atlantic City International Airport, NJ
Baltimore-Washington International Airport, MD
Baxter County Airport, AR
Bellingham Airport, WA
Bradley International Airport, CT
Caldwell Airport, NJ
Cape May Airport, NJ
Carroll County Airport, MD
Colorado Springs Airport, CO
Donaldson Center Airpark, Greenville, SC
Dutchess County Airport, NY
Fort Smith Airport, AR
Frederick County Airport, MD
Garrett County Airport, MD
Gary Regional Airport, IN
Gloster Airport, MS
Greater Buffalo International Airport, NY
Greater Pittsburgh International Airport, PA
Greater Rochester Airport, NY
Greater Rockford Airport, IL
Greater Pittsburgh International Airport, PA
Huntsville International Airport, AL
Jacksonville International Airport, FL
John F. Kennedy International Airport, NY
Laurens County Airport, SC
Louisville-Winston County Airport, MS
Magnolia Airport, AR
Mahlon Sweet Airport, OR
McCarran International Airport, NV
Meigs Field, IL
Mercer County Airport, NJ
Miami International Airport, FL
Midway Airport, IL
Natchez-Adams County Airport, MS
New Orleans International Airport, LA
Newark International Airport, NJ
Niagara Falls International Airport, NY
O'Hare Airport, IL
Orlando International Airport, FL
Pearson Airport, WA
Perry Airport, OK
Philadelphia International Airport, PA

Pratt Municipal Airport, KS
Ridgeland Airport, Jasper, SC
Sand Point Airport, AK
Savannah Airport, GA
Seattle-Tacoma International Airport, WA
South Jersey Regional Airport, NJ
South Lake Tahoe Airport, CA
Southwest Florida Regional Airport, FL
Stewart International Airport, NY
Syracuse Hancock International Airport, NY
Tampa International Airport, FL
Taos Airport, NM
Toledo Express Airport, OH
University-Oxford Airport, MS
Water Valley Airport, MS
Watertown International Airport, NY
Waynesboro Airport, MS
Yellowstone Regioinal Airport, WY

LETTERS OF INTENT

The bill also has a separate limitation on obligations for those letters of intent issued prior to July 30, 1990. The recommended limitation assumes the following fiscal year 1991 grant allocations:

John Wayne Airport, CA	$3,250,000
New Denver International Airport, CO	25,000,000
Orlando International Airport, FL	10,539,200
Indianapolis International Airport, IN	4,000,000
Greater Cincinnati International Airport, OH	7,155,000
Kansas City International Airport, MO	6,500,000
McCarran International Airport, NV	6,500,000
Nashville Metropolitan Airport, TN	5,850,000
New Austin Airport, TX	13,500,000
Dallas/Fort Worth International Airport, TX	12,500,000
Henry County/Baer Creek Airport, GA	1,613,700
DuPage County Airport, IL	9,000,000
Stewart International Airport, NY	2,821,700
Greater Pittsburgh International Airport, PA	7,000,000
Austin Airport, TX	5,000,000
Total	122,509,900

Los Angeles International Airport.—The Committee expects that Los Angeles International Airport will receive priority consideration for its application to recycle noise-impacted land near the airport. This project utilizes Federal funds to recycle land from incompatible residential uses to light industrial uses as outlined in the FAA-approved land use compatibility study for the airport.

Philadelphia International Airport.—The Committee notes that the Philadelphia airport, which serves our Nation's fifth largest metropolitan area, has embarked on a major capacity expansion program that includes a new runway system and additional terminals. This program is comparable to building a new airport in the Northeast corridor and will significantly benefit our national air transportation system. Accordingly, the Committee directs that priority consideration be given to Philadelphia's requests for Airport Improvement Program discretionary funds for this important expansion program.

Toledo Express Airport.—The Committee notes the significant economic benefits to the Toledo/Lucas County, OH, region to be derived by the location of a major cargo hub at the Toledo Express

Airport. The Toledo-Lucas County Port Authority has committed long-term local resources for enhancing airport capacity for this facility which will play a critical role in the movement of commerce through the airport and airway system in the Midwest and provide access to additional foreign markets. Therefore, the Committee directs that priority consideration be given to the funding requests made by the Toledo-Lucas County Port Authority for this aircargo expansion project and the necessary mitigation.

Athens-Ben Epps Airport.—FAA has indicated that funding for the Athens-Ben Epps Airport runway extension will be provided in two phases—late fiscal year 1990 and some time in fiscal year 1991. The Committee is concerned that there not be a significant timelag between the 1990 funding and the provision of the 1991 funds. The Committee, therefore, directs FAA to provide the already allocated funds as early as possible in the fiscal year and no later than the end of the first quarter.

Allocation of AIP funds.—Because Federal airport funding is allocated based on annual enplanement figures, some commercial airports supporting pilot training activities are unable to obtain funding for capacity enhancement, even when overall operations figures are high. The Committee is concerned that the funding needs of these airports are not being met under existing funding formulas. The Committee directs the FAA to conduct an evaluation of the special capacity needs of commercial service airports which have a minimum of 100,000 annual pilot training operations and a minimum of 30 based aircraft used exclusively for pilot training. The FAA should report its findings to the Committee upon completion of the evaluation or by April 1, 1991.

Establishing a joint DOT/DOD commission

The Committee recognizes the important contribution that surplus military facilities could make to the national air transportation system. These facilities could significantly benefit civil aviation system capacity in response to increasing fiscal and environmental concerns and burgeoning air travel demand.

The Secretary of Transportation is directed to establish, in consultation with the Secretary of Defense, a blue-ribbon commission whose task will be to evaluate the potential benefits and impact of military base closures and realignments on the national civil air transportation system. This evaluation should take into consideration military facilities that are either currently scheduled for closure, realignment, or suitable for future closures/realignments. Particular emphasis should be placed on making a determination as to how and where needed civil aviation capacity can be gained in a practical and reasonable manner by utilizing available, and surplus installations.

Membership on the commission should include at least on former Secretary of Transportation, one former Secretary of Defense, one former Secretary of Commerce, two former Members of the House of Representatives, and two former Senators. It should make a report along with findings and recommendations to the Secretaries of Transportation and Defense no later than 90 days from enactment of this legislation and to the Appropriations Committee no later than 120 days from enactment.

Instrument landing systems

The Committee has included bill language, also included by the House, which transfers the ownership of ILS's purchased with grant funds from the airport sponsor to the FAA. This change would also make the FAA responsible for operation and maintenance of the transferred equipment.

Aircraft Purchase Loan Guarantee Program

Appropriations, 1990	($9,970,000)
Budget estimate, 1991	(57,000,000)
House allowance	(9,970,000)
Committee recommendation	(9,970,000)

The Aircraft Purchase Loan Guarantee Program was established pursuant to Public Law 85–307, as amended, which gave the Secretary of Transportation the authority to provide Government guarantees of private loans to certain air carriers for the purchase of modern aircraft and equipment when financing was not otherwise available on reasonable terms. The authority to provide new guarantees expired on October 23, 1983.

The accompanying bill contains authority for the Secretary of Transportation to borrow funds from the Treasury to cover the costs of aircraft loan defaults by air carriers on existing loans.

This program is continuing only for the purpose of making payments to private lenders upon default of existing loans by air carriers. No new loan guarantees are expected.

FEDERAL HIGHWAY ADMINISTRATION

Summary of Fiscal Year 1991 Program

The principal missions of the Federal Highway Administration are: administration, in cooperation with the States, of the Federal-aid Highway Construction Program, including the interstate, primary, bridge, secondary, and urban programs; regulation and enforcement of Federal requirements relating to the safety of operation and equipment of commercial motor carriers engaged in interstate or foreign commerce; and governing the safety in movement over the Nation's highways of dangerous cargoes such as explosives, flammables, and other hazardous material.

Under the Committee recommendation, a total program level of $14,265,330,000 would be provided for the activities of the Federal Highway Administration for fiscal year 1991.

The following table summarizes the fiscal year 1990 program levels, the fiscal year 1991 budget estimates, the House allowance, and the Committee's recommendations:

[In thousands of dollars]

Program	Fiscal year 1990 program level	Fiscal year 1991 budget estimate	House allowance	Committee recommendations
Limitation on general operating expenses	(233,298)	(264,470)	(245,400)	(263,751)
Highway safety research and development	6,062	([1])	5,450	([1])
Highway-related safety grants [2]	9,377	10,000	10,000	10,000
(Liquidation of contract authority)	(9,377)	(10,000)	(10,000)	(10,000)

[In thousands of dollars]

Program	Fiscal year 1990 program level	Fiscal year 1991 budget estimate	House allowance	Committee recommendations
Railroad/highway crossings demonstration projects	14,845		15,000	2,000
Federal-aid highways [2]	12,210,000	12,013,000	14,500,000	13,850,000
Emergency relief	1,000,000			
(Liquidation of contract authority)	(13,619,020)	(13,770,000)	(14,300,000)	(14,300,000)
Right-of-way revolving fund [3]	(42,373)	(47,850)	(42,500)	(47,850)
Motor carrier safety	33,297	40,719	40,000	40,000
Motor carrier safety grants [2]	60,019	60,000	61,500	60,000
(Liquidation of contract authority)	(51,844)	(63,000)	(63,000)	(63,000)
University transportation centers	4,985	5,000	5,000	5,000
Baltimore-Washington Parkway	11,964		9,900	
Other highway programs	209,261		213,950	298,330
Total	13,559,810	12,128,719	14,860,800	14,265,330

[1] The administration would fund this program under the limitation for Federal-aid highways.
[2] Obligation ceiling on contract authority.
[3] Limitation on direct loans.

Limitation on General Operating Expenses

Appropriations, 1990	($233,298,000)
Budget estimate, 1991	(264,470,000)
House allowance	(245,400,000)
Committee recommendation	(263,751,000)

The limitation on general operating expenses controls spending for virtually all the salaries, expenses, and research and development programs of the Federal Highway Administration.

The Committee recommends that a limitation of $263,751,000 be provided for salaries and expenses of the Federal Highway Administration.

The following table reflects the Committee's recommendation, the House allowance, and that requested by the administration.

[In thousands of dollars]

Program	Fiscal year 1991 budget estimate	House allowance	Committee recommendation
Administrative expenses	190,340	189,114	190,340
GSA rental payments	14,234		
Contract programs	59,896	56,286	73,411
Highway research, development, and technology	(26,360)	(22,500)	(28,510)
Intelligent vehicle/highway systems	(13,000)	(12,000)	(25,000)
National Highway Institute	(1,361)	(1,361)	(1,361)
Rural Technology Assistance Program	(3,350)	(3,350)	(3,350)
Trucking programs	(400)	(400)	(900)
International transportation	(25)	(25)	(25)
Highway usage data	(500)	(500)	(500)
Minority business	(7,900)	(7,900)	(7,900)
Highway use tax evasion	(2,000)	(500)	(500)
University transportation centers	(5,000)	(5,000)	(5,000)
National bicycling/walking study		1,000,000	
Methanol plantship		1,750,000	
Feasibility studies			365
Total limitation	264,470	245,400	263,751

HIGHWAY SCIENCE AND TECHNOLOGY

The administration has proposed a new highway science and technology initiative to bridge the gap between the programs authorized by the 1987 Surface Transportation and Uniform Relocation Assistance Act [STURAA] and programs expected to be authorized in substantive legislation beginning in fiscal year 1992.

This initiative, which totals $44,100,000, includes $13,000,000 for development of intelligent vehicle highway systems to address congestion, and $3,000,000 for an advanced driver simulator which the administration proposes be developed jointly with NHTSA ($3,000,000 was appropriated to NHTSA in 1990 for the simulator). The Committee has not provided a specific allocation for science and technology; but has included funding for many of the activities under the contract programs listing.

HIGHWAY RESEARCH, DEVELOPMENT, AND TECHNOLOGY

The Committee has included $28,510,000 for highway research, development, and technology programs. In making this recommendation, the Committee has fully funded the administration's request and has included $2,150,000 for additional research and development. Of this additional amount, $1,000,000 is for the Constructed Facilities Center at West Virginia University for research on the utilization of high-volume, low-cost polymer composites; that is, fiber-reinforced plastics [FRP's]. Research should include the use of FRP's as reinforcing, prestressing cable elements (rebars); the development of mass production techniques; and to select, develop, and optimize polymers and their structural shape and characterization. Also, there is included $1,150,000 to continue the study of and utility demonstration of street hardware castings including proper manhole frame covers to fit during and within the repaving of urban streets. Such castings are necessary during repaving for continuous utility distribution and other transmission systems including electric, gas, water, and wastewater operations that function beneath city streets.

Within the funds provided, the Committee directs that the FHWA study and report to the House and Senate Committees on the need for a university/industry center in the area of improving the effectiveness and reliability of highway systems, especially bridges, through the use of nondestructive evaluation techniques. FHWA should report back to the Committees no later than February 15, 1991.

The Committee's report accompanying the 1990 Transportation and Related Agencies bill directed the Federal Highway Administration to investigate the cause of the August 31, 1989, construction failure and collapse which occurred at the Maryland State Route 198 interchange with the Baltimore-Washington Parkway at Laurel, MD, and to prepare a report of its findings.

That report, which was released in December 1989, included recommendations to ensure that falsework failures are detected in future highway construction projects. The report also suggested that a special research project be undertaken to come up with approved guidelines for inspection procedures and improved specifica-

tions for bridge construction, and to produce a falsework construction handbook for inspectors and engineers.

In keeping with these recommendations, the Committee directs the Federal Highway Administration to undertake the research project recommended in the report entitled "Investigation of Construction Failure Maryland Route No. 198 Bridge Over the Baltimore-Washington Parkway" (Publication No. PR-90-001). The research project should produce approved guidelines, improved specifications, and a falsework construction handbook as described in the report. The guidelines and specifications should apply both to construction projects under the direct supervision of the Federal Highway Administration, and to those projects carried out by the States with Federal-aid highway funds. In addition, the Committee directs the Federal Highway Administration to complete this research project and report back to the House and Senate Appropriations Committees by April 1, 1991.

Within the funds provided, the Committee directs FHWA to provide $200,000 to the Oregon Graduate Center for work on electroslag weldments for bridges.

Within the funds provided, the Committee directs the Federal Highway Administration to provide necessary technical assistance for the completion of the final design work for a downtown interchange in Johnson City, TN, between I-181 and the State of Franklin Road. The Committee also directs the Federal Highway Administration to consider this project for any discretionary funding that might become available prior to the submission of its fiscal year 1992 budget to the Congress.

The Committee directs FHWA to work with the authorities in West Memphis, AR, to find an acceptable solution to the water drainage problems exacerbated by recent work on the interstate highways bypassing West Memphis, AR. In addition, FHWA is directed to study the feasibility of constructing frontage roads in Blytheville, AR, and to provide results of the study with the Delta Commission located in Memphis, TN.

In addition, the FHWA is directed, within available funds provided in this bill, to have erected along Interstate-65 the appropriate signage giving directions to the Nashville School of Law.

INTELLIGENT VEHICLE/HIGHWAY SYSTEMS

The Committee has included $12,000,000 above that requested for intelligent vehicle/highway systems. In doing so, the Committee has fully funded the administration's request of $9,000,000 for research and development and the $4,000,000 for operational applications. The additional funding is for: additional research and development, $2,000,000; an industry/Government coordinating council to guide the complex research and development activities, $1,000,000; and an additional $9,000,000 for operational applications. In the operational applications area, the Committee directs that $3,000,000 be available for TRANSCOM, to be made available through the transportation departments of the States of New Jersey and New York for traffic management activities, including variable message signing and electronic toll collection on the area's

major thoroughfares; and $1,000,000 be available for the Minnesota guidestar project on Interstate 394.

TRUCKING PROGRAMS

The Committee has included an additional $500,000 above that requested by the administration to expand the original scope of a study on truckdriver fatigue. The additional funds are to add physiological monitoring of drivers, in addition to the performance monitoring of drivers contemplated in the original study. Studies by the Office of Technology Assessment and the National Transportation Safety Board have identified truckdriver fatigue as a major public policy safety concern.

FEASIBILITY STUDIES

The Committee has included $365,000 above that requested to assist three areas in conducting feasibility studies. Of this amount, $150,000 is for a study on the Kalispell, MT, bypass; $200,000 is for the Tuscalloosa Bridge, AL, feasibility study; and $15,000 is for the Route 101/Washington Coastal Parkway study.

General Provisions

The House-passed bill includes a provision that would withhold 2 percent of highway funds from States that do not have a law requiring the suspension or revocation for a period of not less than 180 days of the driver's license of each person convicted of a violation of the Controlled Substances Act or any State drug or narcotic offense.

The Committee agrees that suspending the driver's license of drug offenders can be an effective means of deterring illegal drug activity and enhancing highway safety. However, the Committee has replaced the House language with text similar to S. 1804, as reported by the Senate Committee on Environment and Public Works, Senate Report 101-298.

The Committee substitute would withhold highway funds from States that do not suspend the driver's licenses of drug offenders. However, it adopts the withholding mechanism in the national minimum drinking age law, under which up to 5 percent, and later 10 percent, of highway funds may be withheld. In addition, it includes a provision, under which withholding would not be triggered if a Governor certifies in writing that the Governor is opposed to compliance, and that the State legislature has adopted a resolution expressing opposition to compliance. According to polls, the concept of withholding the driver's license of drug offenders is supported by about 80 percent of Americans. The Committee expects that the Senate language will be effective in encouraging States to consider and enact license suspension laws.

Radar detectors are electronic devices that warn drivers that they are approaching an area where the police are enforcing speeding laws. These devices enable some truck and bus drivers to violate the speed limit and not be caught. The Federal Motor Carrier Safety Regulations (49 CFR parts 390 to 399) currently do not pro-

hibit the use of radar detectors by drivers operating commercial motor vehicles.

Several States, such as Connecticut and Virginia, have acted to prohibit the use of radar detectors in all vehicles. While the general prohibition of radar detectors is properly left to the States, the use of radar detectors in vehicles in interstate commerce is an appropriate arena for the Federal Government to regulate.

Outlawing radar detectors is supported by groups that are concerned about highway safety, such as the American Trucking Associations. A driver breaking the speed limit is a liability for the trucking company, as well as for the general public. Violations of this new prohibition would be punished under the existing Federal penalty structure. Therefore, the driver using the radar detector would be subject to civil fines or criminal penalties.

University Transportation Centers

(Highway Trust Fund)

Appropriations, 1990	$4,985,000
Budget estimate, 1991	5,000,000
House allowance	5,000,000
Committee recommendation	5,000,000

The Committee has provided the requested $5,000,00 for university transportation centers, as authorized by section 314 of the Surface Transportation and Uniform Relocation Assistance Act of 1987, Public Law 100-17. This program funds grants to nonprofit institutions of higher learning. The grants are to be distributed to each of the 10 Federal regions to support research, education, and training.

Highway Safety Research and Development

(Highway Trust Fund)

Appropriations, 1990	$6,062,000
Budget estimate, 1991	
House allowance	5,450,000
Committee recommendation	

This activity seeks to identify, correct, and evaluate those critical elements that contribute to loss of life, disabling injuries, and property damage on American highways. The emphasis of research is to provide workable and timely solutions to a set of critical safety problems. Major projects involve improved traffic barriers, construction zone safety, traffic and pedestrian safety, and rural highway safety improvements.

Under the budget request, this activity will be incorporated within the research, development, and technology program in fiscal year 1991. The consolidation reflects the fact that this and the larger research programs are authorized to carry out the basic highway-related research objectives set forth in 23 U.S.C., section 307. The consolidation would allow both programs to be financed by a drawdown from Federal-aid highways authority.

The Committee recommends $6,000,000 for highway safety research and development to be funded by drawdown from Federal-

aid highways under the "Limitation on general operating expenses" account.

Highway-Related Safety Grants

(Liquidation of Contract Authorization)

(Highway Trust Fund)

Appropriations, 1990	($9,377,000)
Budget estimate, 1991	(10,000,000)
House allowance	(10,000,000)
Committee recommendation	(10,000,000)

Section 402 of title 23, United States Code, authorizes programs to assist States and localities in implementing highway safety programs in accordance with uniform standards established by the Secretary. Most of the activities carried out under the FHWA standards involve development and implementation of systems, procedures, manuals, et cetera, to assist highway agencies in the orderly planning and implementation of safety construction and operational improvements.

The Committee recommends $10,000,000 for liquidation of contract authority for highway-related safety grants. This is the same as the budget request and the House allowance.

LIMITATION ON OBLIGATIONS

The budget proposes a ceiling of $10,000,000 for this program.

The Committee has set the obligation ceiling at $10,000,000 which is the same as the budget estimate for fiscal year 1991.

Railroad-Highway Crossings Demonstration Projects

Appropriations, 1990	$14,845,000
Budget estimate, 1991	
House allowance	15,000,000
Committee recommendation	2,000,000

The railroad highway crossings demonstration projects are authorized by the Federal-Aid Highway Act of 1973, as amended, and title III of the National Mass Transportation Assistance Act of 1974.

Projects are funded under this authority for cities specified in law. The Federal share is derived two-thirds from the Highway Trust Fund and one-third from general funds. A total of 19 specific sites have been named in a variety of acts as eligible for the program and one has been withdrawn. The sites were chosen when a rail-highway crossing created a safety hazard, or impeded pedestrian or highway flow.

The House has recommended a funding level of $15,000,000 to be distributed as follows: Augusta, GA, $1,973,000; Brownsville, TX, $2,400,000; Lafayette, IN, $2,627,000; Lincoln, NE, $3,600,000; and, Springfield, IL, $4,400,000.

The Committee has included funding of $2,000,000 for Pine Bluff, AR.

FEDERAL-AID HIGHWAYS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Appropriations, 1990	($13,619,020,000)
Budget estimate, 1991	(13,770,000,000)
House allowance	(14,300,000,000)
Committee recommendation	(14,300,000,000)

This activity comprises the majority of all federally aided programs through which the States are financially and technically aided to continue a national highway system that meets the transportation needs of the Nation in terms of capacity and safety.

All programs included within the Federal-aid account are financed from the highway trust fund. Authorizations in the form of contract authority are enacted in substantive legislation. Except for interstate construction, these authorizations are apportioned and/or allocated to the States and generally remain available for obligation over a 4-year period. Liquidating cash appropriations are subsequently requested to fund outlays resulting from obligations incurred under contract authority.

The Committee recommends a liquidating cash appropriation of $14,300,000,000 for the Federal-aid Highways Program. This is the same amount provided by the House allowance and corresponds to the higher obligation ceilings proposed by the House and Senate Committees versus the administration request.

OBLIGATION CEILING

The bill also includes language limiting obligations to $13,850,000,000. This is $650,000,000 below the amount provided by the House, and $1,837,000,000 above the amount recommended by the President. The administration's proposal includes previously appropriated or authorized accounts other than emergency relief and minimum allocation as part of its obligation ceiling request of $12,013,000,000.

INTERSTATE 295 BRIDGE

The State of New Jersey is completing a link in the I-195/I-295 complex around the city of Trenton, NJ.

Under the Coastal Zone Management Act [CZMA] of 1972, States like New Jersey were given substantial authority to protect coastal resources, including wetlands, through development of coastal zone management plans. Under the CZMA, Federal activities are to be consistent with the management plans, and States with approved plans can prevent federally funded projects that do no comply with those plans from going forward. Construction of the bridge in the manner required by FHWA is inconsistent with New Jersey coastal management plan and neither the New Jersey Department of Environmental Protection nor the U.S. Army Corps of Engineers will issue a permit for construction of such a bridge.

The Committee has included a provision directing the FHWA to participate fully in funding the longer bridge required to meet en-

vironmental standards, and expects adequate funds to be provided within the amount provided for interstate construction.

INTERSTATE TRANSFER GRANTS—HIGHWAYS

This program, part of the Federal-aid highways activity, provides funding of highways substituted for Interstate System segments withdrawn from the system under 23 U.S.C. 103(e)(4). After the joint request by a State Governor and the local governments concerned, the Secretary may withdraw (from the Interstate System) interstate highway segments which pass through or connect urbanized areas within the State determined not to be essential to a unified Interstate System. The value of a withdrawn segment, adjusted for inflation, establishes an authorization against which Congress may provide funds.

Under existing law, 75 percent of the contract authority provided for highway projects substituted for withdrawn interstate highway segments is distributed by statutory formula. The remaining 25 percent is distributed on a discretionary basis.

The formula approach results in some areas receiving apportionments that partially fund segments or fall short of expeditious funding for particular projects. In earmarking funds in previous reports accompanying the appropriations bill, the Committee was impressed with the necessity to insure that certain withdrawal areas were provided sufficient funding for timely completion of planned projects that often involved multijurisdictional compacts—a particular project facet not measurable by formula.

ESTIMATED ADDITIONAL FUNDS REQUIRED TO COMPLETE SUBSTITUTE HIGHWAY PROJECTS

State	Withdrawal area	Funds
California	San Francisco	$61,184,656
Connecticut	Bolton to Killingly	176,920,087
	Hartford-New Britain	106,017,181
District of Columbia	Washington	45,394,714
Georgia	Atlanta	31,453,236
Illinois	Chicago	47,977,777
Indiana	Indianapolis	13,043,016
Iowa	Waterloo	22,531,162
Maryland	Baltimore	84,212,416
	Bowie to Millersville	27,674,194
	Washington	2,290,370
Massaclusetts	Boston	17,178,146
	Fall River to Providence	3,781,250
New Jersey	New York City	11,677,459
	New York City-Trenton	92,550,726
New York	New York City	586,429,346
Ohio	Cleveland	25,202,771
Oregon	Portland	18,238,258
Pennsylvania	Pittsburgh	182,267
Rhode Island	Rhode Island	197,220,463
Tennessee	Memphis	75,672,977
Total		1,646,832,476

For fiscal year 1991, $740,000,000 is to be available for interstate transfer-highway projects. Of this amount, approximately $162,865,000 is available for discretionary allocation after funds are

set aside for the discretionary programs' contribution for demonstration projects identified in section 149 of Public Law 100–17, the Surface Transportation and Uniform Relocation Assistance Act of 1987.

The Committee directs the following discretionary allocations:

INTERSTATE TRANSFER HIGHWAYS

State	Formula	Discretionary	Total
California	$19,793,520		$19,793,520
Connecticut	91,540,368		91,540,368
District of Columbia	14,683,968	$26,400,000	41,083,968
Georgia	10,176,480		10,176,480
Illinois	15,520,464	32,457,313	47,977,777
Indiana	4,219,776		4,219,776
Iowa	7,288,704	15,242,458	22,531,162
Maryland	36,944,352	50,000,000	86,944,352
Massachusetts	6,782,544		6,782,544
New Jersey	33,720,912		33,720,912
New York	189,730,080		189,730,080
Ohio	8,151,840		8,151,840
Oregon	5,898,096	4,101,904	10,000,000
Pennsylvania	58,608		58,608
Rhode Island	63,808,128		63,808,128
Tennessee	24,482,160		24,482,160
Other	22,200,000	56,798,325	78,998,325
Total	555,000,000	185,000,000	740,000,000

BRIDGE DISCRETIONARY FUNDS

The Committee directs the Secretary of Transportation to give priority designation, consistent with existing criteria, to several bridges that have extremely low rating factors and which serve as major links for both intrastate and interstate commerce and which directly impact the economic development of an area.

Bridge discretionary funds:
- 23rd Street Viaduct, Denver, CO
- Belle Vernon Bridge, PA
- Bloomington Ferry Bridge, MN
- Cordell Hull Bridge, Carthage, TN
- Eastchester Creek Bridge, Bronx, NY
- Ebey Slough Bridge, Everett, WA
- Gowanus Expressway Viaduct, Brooklyn, NY
- Military Street Bridge, Port Huron, MI
- Tifft Street Bridge, Buffalo, NY
- Chelyan, Charleston, WV

INTERSTATE 4–R DISCRETIONARY PROGRAM

The Surface Transportation and Uniform Relocation Assistance Act of 1987, Public Law 100–17, authorized the Interstate 4–R Program (resurfacing, restoring, rehabilitation, or reconstruction) at a total program level of $2,815,000,000 and set aside $200,000,000 for discretionary 4–R projects.

Given the statutory criteria, the Committee directs the Secretary to give priority consideration to the Interstate 95 emergency phone system in New Jersey, at a recommended level of $4,800,000; and

$3,500,000 for right-of-way construction for the I-280 downtown connector in Newark, NJ.

In addition, the Committee directs that priority consideration be given to the Interstate 25/70 interchange in Denver; replacement of the Santiam River Bridge on Interstate 5 in Oregon; Interstate 80 rehabilitation in Cedar and Scott Counties, IA; and the Interstate 15 interchanges at Sahara and Spring Mountain in Nevada.

In providing discretionary funds the Committee expects that the Federal Highway Administration will comply with the forementioned projects if consistent with existing statutory criteria.

PUBLIC LANDS HIGHWAYS

The Committee directs the Secretary to give priority in the allocation of fiscal year 1991 public lands highway funds to the Chief Joseph Scenic Highway in Wyoming for $4,200,000 and to Push Mountain Road (Baxter County Road 79) in Arkansas for $2,000,000.

RIGHT-OF-WAY REVOLVING FUND

(LIMITATION ON DIRECT LOANS)

(HIGHWAY TRUST FUND)

Appropriations, 1990	($42,373,000)
Budget estimate, 1991	(47,850,000)
House allowance	(42,500,000)
Committee recommendation	(47,850,000)

The Federal-Aid Highway Act of 1968 authorized $300,000,000 for the establishment of the Right-of-Way Revolving Fund. This fund is utilized to make cash advances to the States for the purpose of purchasing right-of-way parcels in advance of highway construction and thereby preventing the inflation of land prices from causing a significant increase in construction costs. When right-of-way aquisition has been made and highway construction is initiated, the State becomes eligible for Federal grants under the various Federal-aid highway authorizations. At the point when progress payments are made to the State for construction, the State in turn reimburses the revolving fund for advances made to that State for right-of-way acquisition. Utilizing this method of funding, all reimbursements made to the revolving fund may be reallocated to other States requiring advances.

The Committee is acutely aware of the budget deficit situation and of the need to maintain limitations on certain programs to ascertain some means of fiscal control. However, the Committee also recognizes the considerable economic benefits to be gained from the use of this fund to acquire rights-of-way in advance of actual highway construction. It is also noted that during the fiscal years 1987 through 1989, total obligations to the Federal Government have been decreased by almost $64,000,000; that is, the FHWA has recovered more obligations than have been incurred.

It is the intent of the Committee that new obligations may be incurred in an amount of $47,850,000 plus any amount of prior year obligations which are deobligated during fiscal year 1990. This is

slightly below the level of new obligations as was requested in the budget and the same as that provided by the House.

The Committee directs the Federal Highway Administration to make a $5,400,000 right-of-way revolving fund loan to New Jersey for the Route 31 bypass preservation pilot project and $4,000,000 for the Carson City, NV, bypass project. Loan repayment shall be adhered to as prescribed by the Federal Highway Administration right-of-way revolving fund program guidelines.

Motor Carrier Safety

Appropriations, 1990	$33,297,000
Budget estimate, 1991	40,719,000
House allowance	40,000,000
Committee recommendation	40,000,000

The motor carrier safety mission is to protect the public from risks inherent in commercial truck and bus transportation operations. The program includes both safety and compliance reviews of motor carrier operations and reviews of specified hazardous material shippers and commercial drivers. Most of the increase in the request is to fund an additional 150 safety inspectors along with support staff of 35 for a total of 185 new full-time permanent positions.

The bill includes a total of $40,000,000 for motor carrier safety.

The allowance includes an increase over fiscal year 1990 enacted levels to provide for an additional 150 inspectors and related support personnel.

The Committee urges FHWA to demonstrate increases in its motor carrier safety enforcement acti ities. The number of civil penalty enforcement cases is not substantially increased from 1985 and the number of hazardous materials transportation cases is not increasing. The Committee expects to see substantial progress before 1992 (such as increases in the number of enforcement cases during 1990 and 1991, and substantial increases in the amount of civil penalties collected.

OPERATION DEACON

The Committee has received detailed information regarding the benefits and accomplishments of Operation Deacon, FHWA's drug interdiction awareness demonstration project. One of the purposes of this successful effort is to assess the effectiveness of different law enforcement strategies to address both the use of controlled substances and alcohol by commercial motor vehicle operators, and the illegal distribution of controlled substances by commercial motor vehicles. Officers working under Operation Deacon have intercepted major haulers and shipments of illegal drugs, have placed numerous drivers out-of-service for operating under the influence of alcohol and illegal substances, and have conducted successful undercover activities that have led to numerous arrests.

Operation Deacon has raised the awareness of MCSAP officers to drivers operating under the influence of drugs. These drug interdiction activities have proven to be a useful part of a comprehensive commercial motor carrier safety and enforcement program.

The Committee is concerned that FHWA's direct grant support under MCSAP for Operation Deacon is scheduled to terminate at the end of fiscal year 1989. Although Operation Deacon was to be a demonstration project, the Committee believes that FHWA's active involvement in similar drug interdiction work should continue as part of MCSAP and FHWA should encourage continuation of this effort through the grant process.

To the maximum extent possible, the Committee directs that these funds should be administered through the MCSAP grant process. This will allow the forward momentum gained by Operation Deacon or similar activities to continue and will assure that the awareness of the typical MCSAP officer to alcohol and other drug problems continues to increase.

The Committee encourages the authorization committee to review this program as part of the reauthorization of MCSAP after fiscal year 1991.

HAZARDOUS MATERIALS

The Committee has received information from the Cooperative Hazardous Materials Enforcement Development [COMED] program, an association of primarily State enforcement officers working with RSPA, that additional training is needed to strengthen the capabilities of State MCSAP and other enforcement officers to conduct hazardous materials inspections at the roadside and in carrier and shipper facilities. Consequently, the Committee directs FHWA, together with RSPA, to continue to increase substantially the technical assistance, training programs, and information sharing offered to these State enforcement officers. The Committee expects DOT to direct its FHWA hazardous materials program managers, instructors from the Transportation Safety Institute, other FHWA and RSPA headquarters personnel to participate actively in rasing both the quality and quantity of State hazardous materials enforcement efforts. The Committee notes that there is a substantial leveraged benefit in Federal safety officers improving the capabilities of State enforcement officers.

NOTIFICATION OF INSPECTION RESULTS

Safetynet eventually will furnish both FHWA and MCSAP inspectors essential information about specific carrier and driver performance. Consequently, the Committee directs that FHWA: (1) More vigorously encourage States participating in MCSAP to send copies of all MCSAP inspection reports to the appropriate FHWA offices; and (2) direct regional FHWA offices to distribute the reports to the appropriate FHWA division offices for placement in individual carrier files.

This requirement is especially important for those States that are not effectively using Safetynet's inspection module and integrating generated information with FHWA's computer system.

The Committee directs that these activities should continue until Safetynet provides the needed information that these manual approaches can provide. The Committee believes that FHWA and State investigators need this information in order to conduct effec-

tive safety and compliance reviews and safety management activities as well as more effective driver disqualification program.

MOTOR CARRIER SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Appropriations, 1990	($51,844,000)
Budget estimate, 1991	(63,000,000)
House allowance	(63,000,000)
Committee recommendation	(63,000,000)

This program was first authorized by the Surface Transportation Assistance Act of 1982. It would provide grants to States for improved enforcement of Federal and State motor carrier safety rules. It has been shown that added enforcement of truck safety rules reduces truck-related accidents and fatalities. The major objective of this program is to reduce the number and severity of hazardous materials accidents involving commercial motor vehicles.

The Committee recommends a liquidating cash appropriation of $63,000,000 level which is the same as the administration request and the House allowance.

VEHICLE REPAIR VERIFICATION

The Committee is concerned that a large number of truck drivers are not repairing critical safety defects noted during MCSAP inspections before returning to our Nation's highways. Therefore, the Committee is considering including a provision in the 1992 bill which would prevent MCSAP funds from being allocated to a State unless that State is conducting an effective, year-round verification program to ensure, perhaps through sampling, that vehicles taken out of service are being repaired on a timely basis.

TRUCK SAFETY AND PUBLIC AWARENESS

The FHWA, in cooperation with the States, industry, and safety organizations, and with other Federal agencies such as NHTSA, should increase its efforts to provide useful information to the driving public concerning how to safety share the highway with commercial motor carriers. Information on blind spots, reduced ability to maneuver and stop, and operating requirements for commercial motor carriers, need to be improved and delivered to the driving public. The Committee expects FHWA to present a summary of its various efforts in conjunction with the 1991 budget submission.

LIMITATION ON OBLIGATIONS

The Committee is also recommending an obligation ceiling of $60,000,000 for motor carrier safety grants. This is the same amount requested by the administration and $1,500,000 below the amount provided in the House allowance. The Commercial Motor Vehicle Safety Act of 1986 authorized $60,000,000 for fiscal year 1991 for the Motor Carrier Safety Grants Program with $13,000,000

earmarked for the Commercial Driver's License Program, and up to $300,000 for administration of the grant program.

The House has included an additional $1,500,000. Of this amount, $800,000 is for the Drug Interdiction Assistance Program [DIAP]; $300,000 for a pilot program for traffic enforcement; $300,000 for implementation of a verification program; and $100,000 for development of local government truck inspection programs.

Baltimore-Washington Parkway

(Highway Trust Fund)

Appropriations, 1990	$11,964,000
Budget estimate, 1991	
House allowance	9,900,000
Committee recommendation	

The House provides $9,900,000 for further work on the Baltimore-Washington Parkway.

The Committee recommendation does not include funding for the Baltimore-Washington Parkway in 1991. There was no budget request for this project.

Intermodal Urban Demonstration Project

(Highway Trust Fund)

Appropriations, 1990	$9,846,000
Budget estimate, 1991	
House allowance	10,000,000
Committee recommendation	

Section 124 of the Federal-Aid Highway Amendments of 1974 authorizes a demonstration project for the construction of a high density urban intermodal transportation connection between Franklin Avenue and 59th Street in Minneapolis, MN. This provides a highway link between the central business district and the Minneapolis-St. Paul International Airport.

The House has provided an additional $10,000,000 for this project.

Due to budget constraints the Committee recommends no funds for this project. There was no budget request for this activity.

Highway Safety and Economic Development Demonstration Projects

(Highway Trust Fund)

Appropriations, 1990	$11,840,000
Budget estimate, 1991	
House allowance	20,000,000
Committee recommendation	

Public Law 99-500 and Public Law 99-591 authorized four demonstration projects in Mississippi. The House has recommended $20,000,000 in fiscal year 1991 funds. There was no budget request for these projects.

Due to budgetary constraints the Committee does not recommend any funding for fiscal year 1991.

Highway Safety Improvement Demonstration Project

(Highway Trust Fund)

Appropriations, 1990	$10,949,000
Budget estimate, 1991	
House allowance	9,000,000
Committee recommendation	

The Committee does not include funding for this demonstration project, which is for a variety of improvement projects in the vicinity of Pontiac and East Lansing, MI. There was no budget request for this activity.

Public Law 99-500 and Public Law 99-591 authorized total appropriations of $32,000,000 for these highway improvements. A total of $18,909,000 was provided through fiscal year 1990 and the House has included an additional $9,000,000 for fiscal year 1991. There was no budget request for this project and the Committee has not provided any funding.

Highway-Railroad Grade Crossing Safety Demonstration Project

(Highway Trust Fund)

Appropriations, 1990	$9,355,000
Budget estimate, 1991	
House allowance	8,000,000
Committee recommendation	

The House has included an additional $8,000,000 for a series of highway-railroad grade crossings in Mineola, NY. There was no budget request in support of the House allowance.

Public Law 99-500 and Public Law 99-591 authorized a total of $50,000,000 for this project and $30,955,000 has been provided through fiscal year 1990.

The Committee has not included any funds for this project.

Highway Widening Demonstration Project

Appropriations, 1990	$1,968,000
Budget estimate, 1991	
House allowance	2,000,000
Committee recommendation	

The House has provided $2,000,000 for a highway widening demonstration project in King of Prussia, PA. There was no budget request for this project, and the Committee has not provided any funding.

Bridge Improvement Demonstration Project

Appropriations, 1990	$3,988,000
Budget estimate, 1991	
House allowance	
Committee recommendation	

This account provides Federal funds for 80 percent of the expenses associated with the construction of a bridge.

There was no budget request for additional funding and the Committee has not provided any. This project is the Blount Island Bridge project in Jacksonville, FL. The House includes bill language that reallocates $2,000,000 of previously appropriated funds to allow the construction of new roadways on Blount Island.

Highway Widening and Improvement Demonstration Project

Appropriations, 1990	$4,926,000
Budget estimate, 1991	
House allowance	4,000,000
Committee recommendation	

This account covers 80 percent of the expenses associated with a highway widening and improvement project between Paintsville and Prestonburg, KY. The House has provided an additional $4,000,000 for this project. There was no budget request for these funds and the Committee has not provided any funding.

Intersection Safety Demonstration Project

Appropriations, 1990	
Budget estimate, 1991	
House allowance	$3,600,000
Committee recommendation	

This account is to fund the extension of Douglas Street in the vicinity of El Segundo, CA. The Federal share of this project, as specified in the House bill, is 80 percent. This is the first year of funding for this project. There was no budget request for this project and the Committee has not provided any funding.

Climbing Lane Safety Demonstration Project

Appropriations, 1990	$2,486,000
Budget estimate, 1991	
House allowance	12,000,000
Committee recommendation	

The House has included $12,000,000 for further work on U.S. Route 15 in the vicinity of Tioga County, PA, for the purpose of highway safety construction. There was no budget request for this item and the Committee has not provided any funds.

INDIANA INDUSTRIAL CORRIDOR SAFETY DEMONSTRATION PROJECT

Appropriations, 1990	$2,378,000
Budget estimate, 1991	
House allowance	3,000,000
Committee recommendation	

The House has provided $3,000,000 for widening and improving rural highways between Wabash and Huntington, IN. There was no budget request for this activity and the Committee has not provided any funding.

HIGHWAY CAPACITY IMPROVEMENT DEMONSTRATION PROJECT

Appropriations, 1990	
Budget estimate, 1991	
House allowance	$2,000,000
Committee recommendation	

The House has recommended $2,000,000 for a project on U.S. Highway 231 between U.S. Route 90 and the city of Campbellton in Jackson County, FL, which involves expanding a two-lane segment of a U.S. highway to four lanes. This is the first year of funding for this project, for which the Federal share is set at 80 percent in the House bill. There was no budget request for this project and the Committee has not provided any funding.

OKLAHOMA HIGHWAY WIDENING DEMONSTRATION PROJECT

Appropriations, 1990	$2,487,000
Budget estimate, 1991	
House allowance	
Committee recommendation	

The House has not included additional funding for a widening demonstration project affecting Oklahoma State Route 53 from Interstate Highway 35 east to the Ardmore Regional Industrial Airpark. Previous House bill language makes these funds available upon enactment of legislation authorizing the project. There was no budget request for this activity and the Committee has not included any funding.

ALABAMA HIGHWAY BYPASS DEMONSTRATION PROJECT

Appropriations, 1990	$8,223,000
Budget estimate, 1991	
House allowance	10,000,000
Committee recommendation	

The House has included $10,000,000 for further work on a highway bypass project in the vicinity of Jasper, AL. There was no request by the administration for this funding and the Committee has not provided any funds.

KENTUCKY BRIDGE DEMONSTRATION PROJECT

Appropriations, 1990	$4,933,000
Budget estimate, 1991	
House allowance	4,000,000
Committee recommendation	

The House has included $4,000,000 for replacing the Glover Cary Bridge in Owensboro, KY. The Committee has not provided any funding for this project and there was no administration request for this project.

VIRGINIA HOV SAFETY DEMONSTRATION PROJECT

Appropriations, 1990	$4,629,000
Budget estimate, 1991	
House allowance	8,500,000
Committee recommendation	

The House has included $8,500,000 for further work on high occupancy vehicle [HOV] lanes on Interstate Route 66 between Interstate Route 495 and U.S. Route 50 in Virginia. There was no administration request for these funds and the Committee has not provided any funds.

URBAN HIGHWAY CORRIDOR AND BICYCLE DEMONSTRATION PROJECT

Appropriations, 1990	$4,484,000
Budget estimate, 1991	
House allowance	11,000,000
Committee recommendation	

The House has included $11,000,000 for further work to improve and upgrade the M–59 urban highway corridor in southeast Michigan including $1,000,000 for a bicycle transportation demonstration project in Macomb County, MI. The Committee has not provided any funds for this project, and there was no administration request.

URBAN AIRPORT ACCESS SAFETY DEMONSTRATION PROJECT

Appropriations, 1990	$4,982,000
Budget estimate, 1991	
House allowance	11,000,000
Committee recommendation	

The House has provided $11,000,000 for further work to improve and upgrade access to Detroit Metropolitan Airport. There was no budget request for this project and the Committee has not provided any funds.

EBENSBURG BYPASS DEMONSTRATION PROJECT

Appropriations, 1990	$13,699,000
Budget estimate, 1991	
House allowance	
Committee recommendation	

The House has not included additional funding for the Ebensburg, PA, bypass. There was no 1991 budget estimate for this

project and the Committee allowance does not include any funds for this project.

Pennsylvania Reconstruction Demonstration Project

Appropriations, 1990	
Budget estimate, 1991	
House allowance	$20,000,000
Committee recommendation	

The House has included $20,000,000 for the reconstruction of Pennsylvania Route 56 in Cambra, Somerset, and Westmoreland Counties. The Federal share of this project is 80 percent. This is the first year of funding for this project. There was no budget request for this project and the Committee has not included any funding.

Pennsylvania Toll Road Demonstration Project

Appropriations, 1990	
Budget estimate, 1991	
House allowance	$6,000,000
Committee recommendation	

The Committee has not recommended any funding for the Monongahela Valley (Mon Valley) Expressway, a 70-mile highway to extend from U.S. 48 near Morgantown, WV, to the Penn-Lincoln Highway near Pittsburgh, PA. The House has included $6,000,000 for this project for which there was no budget request.

Highway Demonstration Projects

Appropriations, 1990	
Budget estimate, 1991	
House allowance	$23,800,000
Committee recommendation	58,070,000

The House has included $23,800,000 for a number of highway demonstration projects. The amount recommended includes funds for the following projects:

Center Street (Pittsfield, MA)	$1,600,000
Florida U.S. 27 (Palm Beach County)	7,000,000
Grand Concourse Ave. (Bronx, NY)	500,000
Illinois Interchange (I-80 and Houbolt Road)	3,000,000
Lake Road outlet bridge (Irondequoit, NY)	5,000,000
Pennsylvania Industrial Park (Donora-Monessen bridge)	1,500,000
Pontotoc County Skill Center access road (Ada, OK)	1,500,000
Norrell Road and Interstate 20 (Hinds County, MS)	2,000,000
Leopard Drive and Redwater Minton Road (Texarkana, TX)	1,700,000

The Committee has included $58,070,000 for a variety of highway demonstration construction projects. The amount recommended includes funds for the following projects:

Lock and dam 4 bridge (Arkansas)	$2,500,000
Highway 71 (Fayetteville to I-40, AR)	10,000,000
Interstate 90 interchange (Bozeman, MT)	5,250,000
Route 21 improvements (Newark, NJ)	1,750,000
Lakeview Road (Stillwater, OK)	3,000,000
U.S. Route 89 (Farmington to Ogden, UT)	5,000,000
Cordell Hull Bridge (Carthage, TN)	859,000
Fifth/Sixth Street improvements (Waterloo, IA)	4,000,000

Interstate 70/110th Street interchange (Kansas City, KS)	4,345,000
Traffic control system (Charleston, SC.)	396,000
Great River Road bridge (Dyer/Lauderdale Counties, TN)	5,000,000
Olive Road crossing (Augusta, GA)	1,970,000
Ninth Street crossing (Provo, UT)	3,000,000
Grade crossing (White River Junction, VT)	200,000
Bridge construction (Hillsboro, IL)	1,300,000
Highway 61 (Keokuk to Dubuque, IA)	6,000,000
Rail consolidation/highway safety (Monroe, MI)	3,500,000

Highway Demonstration Projects—Preliminary Engineering

Appropriations, 1990	$5,783,000
Budget estimate, 1991	
House allowance	46,050,000
Committee recommendation	14,000,000

The House has included $46,050,000 for preliminary engineering, environmental studies, and right-of-way acquisition for highway demonstration projects. The amount recommended by the House includes funds for:

Biscayne Boulevard renovation (Miami, FL)	$2,000,000
Blackstone River Bikeway project (MA)	300,000
Grade separation feasibility studies (3) (Dixon, CA)	135,000
Route 12 bypass feasibility study (Rio Vista, CA)	100,000
Highway 156 bypass (Hollister, CA)	1,500,000
I-65 and State Road 65 interchange (Columbus, IN)	2,500,000
Highway 63 (Waterloo, IA and Rochester, MN)	250,000
Hubbard Expressway project (Youngstown, OH)	3,000,000
East Chicago Marina/rerouting of Route 12 (IN)	200,000
I-66 feasibility study (VA)	1,500,000
I-680 access ramps project (Youngstown, OH)	2,000,000
Bristol Road relocation (Flint and Genesee County, MI)	6,322,000
M-84 expansion (Saginaw and Bay County, MI)	2,500,000
U.S. 31 (cities of Niles and Benton Harbor, MI)	1,000,000
U.S. 212 (I-494 to in-place 212 west of Chaska, MN)	2,000,000
Feasibility study (Jackson, MS)	300,000
State Road 67 (I-69 to Muncie, IN, bypass)	1,400,000
Exit 26 bridge project (Schenectady County, NY)	2,000,000
Ohio Route 35 and West Virginia highway to be determined	600,000
U.S. 220 (Bald Eagle to Centre County, PA)	2,000,000
U.S. 202 bypass (Montgomeryville and Doylestown, PA)	1,600,000
State Route 711 bypass (Ligonier, PA)	4,000,000
Causeway tunnel project (Fort Lauderdale, FL)	4,343,000
Route 336 rural development project (Carthage to Macomb, IL)	1,500,000
State Route 509 east-west corridor (Tacoma, WA)	3,000,000

The Committee has included $17,500,000 for a variety of projects for preliminary engineering, environmental studies, and right-of-way acquisition for highway demonstration projects. The amount recommended by the Committee includes funds for:

Great River bridge (Arkansas/Mississippi)	$1,500,000
Fort Lauderdale tunnel (Florida)	3,500,000
Conway Bypass (New Hampshire)	2,000,000
Interstate 5 HOV lanes (Seattle to Dupont, WA)	4,000,000
U.S. 95 corridor preservation (Las Vegas, NV)	3,000,000

CORRIDOR SAFETY IMPROVEMENT PROJECT

(HIGHWAY TRUST FUND)

Appropriations, 1990	$17,248,000
Budget estimate, 1991	
House allowance	
Committee recommendation	

Public Law 100–202 authorized $50,000,000 for highway improvement projects on the Route 1 corridor in New Jersey. These are significant projects to demonstrate methods of improving traffic operations and highway safety on a high volume corridor on the Federal-aid primary system. The 1990 appropriations completed funding for this project.

BRIDGE CAPACITY IMPROVEMENTS

(HIGHWAY TRUST FUND)

Appropriations, 1990	$3,933,000
Budget estimate, 1991	
House allowance	
Committee recommendation	

Public Law 100–202 authorized $8,000,000 for a second crossing of the Nashua River in Nashua, NH. A second crossing is necessary to improve air quality and reduce dangerous levels of carbon monoxide in the area. The 1990 appropriations completed funding for this project.

CORRIDOR H IMPROVEMENT PROJECT

Appropriations, 1990	$31,672,000
Budget estimate, 1991	
House allowance	
Committee recommendation	51,500,000

The Committee has included funding for the corridor H road project to relieve traffic congestion, improve highway safety, and promote economic benefits in Randolph, Buckhannon, and Upshur Counties, WV. The Committee provides $51,500,000 in fiscal year 1991 for continued work on this corridor.

ROAD EXTENSION DEMONSTRATION

Appropriations, 1990	$10,958,000
Budget estimate, 1991	
House allowance	
Committee recommendation	

The Committee has not included additional funding for the acquisition of right-of-way and construction of bypasses of Pella, IA, and Oskaloosa, IA, on the realigned Highway 163 and Highway 63. This project will relieve traffic congestion and promote economic benefits in the area and along the entire highway corridor. The 1990 appropriations completed funding for this project.

DES MOINES INNER LOOP DEMONSTRATION PROJECT

Appropriations, 1990	$2,792,000
Budget estimate, 1991	
House allowance	
Committee recommendation	

The Committee has not included additional funding for the design, engineering, acquisition of right-of-way and construction of roads from I-235 and Harding Road to Fleur Drive at the Des Moines Water Works in Des Moines, IA, for the purpose of demonstrating the benefits of improved access for the revitalization of an underutilized portion of a central city. The Committee understands that considerable local funds will be made available for this project.

CORRIDOR G IMPROVEMENT PROJECT

Appropriations, 1990	$9,970,000
Budget estimate, 1991	
House allowance	
Committee recommendation	50,000,000

The Committee has included additional funding of $50,000,000 for the corridor G project to relieve traffic congestion, to improve highway safety, and to promote economic benefits in Mingo County, WV. The Committee allowance in 1990 provided for the Williamson rock wall project in the vicinity of Williamson, WV. The fiscal year 1991 funds are made available through bill language on September 30, 1991, for additional work on corridor G between Williamson and Mt. Gay, WV.

CORRIDOR D IMPROVEMENT PROJECT

Appropriations, 1990	
Budget estimate, 1991	
House allowance	
Committee recommendation	$10,000,000

The Committee has included $10,000,000 for the corridor D road project to relieve traffic congestion, to improve highway safety, and to promote economic benefits in the corridor D, Parkersburg bypass area in West Virginia. This is the first year of funding for this project.

BYPASS CONSTRUCTION PROJECT

Appropriations, 1990	
Budget estimate, 1991	
House allowance	
Committee recommendation	$50,000,000

The Committee has included $50,000,000 for the U.S. Route 22 bypass project near Weirton, WV. The project will expand the existing highway capacity to meet increased traffic demands and safety concerns.

CORNING BYPASS SAFETY DEMONSTRATION PROJECT

Appropriations, 1990	$19,940,000
Budget estimate, 1991	
House allowance	
Committee recommendation	20,000,000

The Committee recommends an appropriation of $20,000,000 to complete a gap in Route 17, known as the Corning Bypass. The bypass is a crucial missing link in the only major highway serving the western New York region. The Committee understands that State support will substantially exceed normal matching amounts.

The Committee notes the importance of completing the Southern Tier Expressway, Route 17, designated as Corridor T of the Appalachian Development Highway Program, to interstate standards. Completing the expressway west through Pennsylvania will link the New York City area with points west. This link will open up areas in the southern tier to development which has been inhibited by lack of adequate access. Employment, income, economic development, and safety will benefit from completion of the highway. No funding has been requested for this project during this fiscal year; however, the Committee expects that future requests are forthcoming.

SPRING MOUNTAIN DEMONSTRATION PROJECT

Appropriations, 1990	$2,193,000
Budget estimate, 1991	
House allowance	
Committee recommendation	

The Committee has not provided additional funding for further work on a demonstration project to improve Interstate Route 15 Spring Mountain Interchange in Las Vegas, NV, for the purpose of demonstrating construction and reconstruction techniques suitable for the replacement of a major intersection on a heavily utilized, urban transportation route.

MANHATTAN BRIDGE REPLACEMENT DEMONSTRATION PROJECT

Appropriations, 1990	$3,200,000
Budget estimate, 1991	
House allowance	
Committee recommendation	

The Committee has not included additional funding for a demonstration project for the cost of preliminary engineering and right-of-way acquisition for the replacement of the Kansas River Bridge in Manhattan, KS.

JUNCTION CITY HIGHWAY IMPROVEMENT DEMONSTRATION PROJECT

Appropriations, 1990	$399,000
Budget estimate, 1991	
House allowance	
Committee recommendation	

The Committee has not included additional funding for 80 percent of the project cost to demonstrate the value of adding accelera-

tion and deceleration lanes along two exits of U.S. Route 77, in Junction City, KS.

TURQUOISE TRAIL PROJECT

Appropriations, 1990	
Budget estimate, 1991	
House allowance	
Committee recommendation	$5,510,000

The Committee has included $5,510,000 to convert the Turquoise Trail from a dirt roadway into an all-weather, two-land highway. This project involves the development of a paved road traversing the Hopi and Navajo Reservations in Arizona, connecting State Highway 264 and U.S. Highway 160.

TRADE ENHANCEMENT DEMONSTRATION PROJECT

Appropriations, 1990	
Budget estimate, 1991	
House allowance	
Committee recommendation	$12,500,000

The Committee has included $12,500,000 to improve State Route 189 in Arizona near the Mariposa port of entry, which presently has a maximum width of one lane in each direction with a single lane divider. Improvements are needed to alleviate the present unsafe condition and expand existing capacity.

OTTUMWA ROAD EXTENSION PROJECT

Appropriations, 1990	
Budget estimate, 1991	
House allowance	
Committee recommendation	$10,000,000

The Committee has includes $10,000,000 for the acquisition of right-of-way and construction of an improved highway facility between Oskaloosa and Ottumwa, IA. This project will relieve traffic congestion and promote economic benefits in the area and along the entire highway corridor.

IOWA CONNECTOR PROJECT

Appropriations, 1990	
Budget estimate, 1991	
House allowance	
Committee recommendation	$1,750,000

The Committee has included $1,750,000 for the acquisition of right-of-way and construction of a road connecting North 16th Street and North 25th Street in Council Bluffs, IA. This sum provides for 80 percent of the road's cost. The road will allow for the commercial development of important areas of Council Bluffs and reduce existing traffic problems.

HIGHWAY 20 REALIGNMENT PROJECT

Appropriations, 1990	
Budget estimate, 1991	
House allowance	
Committee recommendation	$3,000,000

The Committee has provided $3,000,000 for the acquisition of right-of-way, planning, design, and construction of the improved highway and highway realignment of Highway 20 between Early and Fort Dodge, IA. The Iowa Department of Transportation will provide at least 20 percent of the funds for this project. The realignment and improvement of Highway 20 will improve highway safety and increase the efficiency of highway travel.

BRIDGE TRAFFIC SAFETY DEMONSTRATION PROJECT

Appropriations, 1990	
Budget estimate, 1991	
House allowance	
Committee recommendation	$2,000,000

The Committee has included $2,000,000 for the Huan Bridge in Milwaukee, WI. These funds are for a joint-use project that demonstrates the safe use of both vehicular and bicycle/pedestrian traffic in an urban environment for both recreation and commuting.

RAMP RELOCATION AND RECONSTRUCTION DEMONSTRATION PROJECT

Appropriations, 1990	
Budget estimate, 1991	
House allowance	
Committee recommendation	$10,000,000

The Committee recommends $10,000,000 for carrying out a coordinated program of rehabilitation, relocation, and reconstruction of those portions of Interstate 94 and connecting roads impacted by the construction of a new stadium in Milwaukee, WI.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

SUMMARY OF FISCAL YEAR 1991 PROGRAM

The National Highway Traffic Safety Administration [NHTSA] was established as a separate organizational entity in the Department of Transportation in March 1970, to reduce the mounting number of deaths, injuries, and economic losses resulting from traffic accidents on the Nation's highways. Later, activities were added for improving automotive fuel economy and to institute some consumer programs. The National Traffic and Motor Vehicle Safety Act provides for the establishment and enforcement of Federal safety standards for motor vehicles and associated equipment and research, including the operation of required testing facilities. The Motor Vehicle Information and Cost Savings Act initially provided for the establishment of low-speed collision bumper standards, consumer information activities, diagnostic inspection, and odometer regulations and was later amended to incorporate responsibility for the administration of Federal automotive fuel economy standards.

Under section 403 of title 23, United States Code, technical assistance is provided to the States in the conduct of their highway safety programs, and research and demonstration projects are conducted to develop and show the effectiveness of new techniques and countermeasures to address highway safety problems.

Grants are provided to the States under title 23, United States Code, section 402 to assist in the establishment and improvement of highway safety programs designed to reduce traffic deaths and injuries. Grants are funded as contract authority and are apportioned by formula to the States. Incentive grants are also allocated to the States for alcohol safety programs under title 23, United States Code, sections 408 and 410.

The Committee recommends a total program level of $248,713,000 for the activities and programs of the National Highway Traffic Safety Administration for fiscal year 1991. This is $5,765,000 more than the budget request and $14,055,000 more than the House allowance.

The following table summarizes the Committee recommendations:

[In thousands of dollars]

Program	Fiscal year 1990 program level	Fiscal year 1991 budget estimate	House allowance	Committee recommendations
Operations and research	111,304	117,326	109,036	117,058
(Trust fund)	(31,756)	(40,950)	(38,960)	(40,394)
Highway traffic safety grants:				
(Liquidation of contract authority)	(136,604)	(105,000)	(104,825)	(107,358)
Safety formula grants [1]	114,655	114,655	114,655	114,655
Alcohol safety incentive grants [1]	15,967	10,967	10,967	17,000
Highway safety information and education [2]	(4,750)	(4,750)	(4,750)	(4,750)
Total	241,926	242,948	234,658	248,713

[1] Obligation ceiling on contract authority.
[2] Cumulative obligation limitation.

Operations and Research

(INCLUDING TRUST FUNDS)

	General	Trust	Total
Appropriations, 1990	$73,340,000	$31,756,000	$105,096,000
Budget estimate, 1991	76,376,000	40,950,000	117,326,000
House allowance	70,075,500	38,960,500	109,036,000
Committee recommendation	76,664,000	40,394,000	117,058,000

The bill includes an appropriation of $117,058,000 for operations and research, which is $268,000 less than the budget request and $8,022,000 more than the House allowance.

This level of funding provides for 665 full-time permanent positions, the same level called for in the budget request. The position levels by program are listed in the table.

The amount appropriated is to be distributed as follows:

[Dollar amounts in thousands]

Program	Fiscal year 1990 appropriation level	Fiscal year 1991 budget estimate	House allowance [1]	Committee recommendations
Rulemaking	$8,177	$8,911	$8,798	$8,824
Positions	92	94	.....	94
Enforcement	$12,693	$13,610	$14,904	$13,411
Positions	101	101	.....	101
Highway safety	$34,143	$43,048	$34,285	$42,882
Positions	180	187	.....	187
Research and analysis	$42,823	$43,125	$44,763	$44,909
Positions	146	146	.....	146
General administration	$8,915	$10,126	$9,907	$9,812
Positions	91	91	.....	91
Office of the Administrator	$3,230	$3,584	$3,550	$3,459
Positions	46	46	.....	46
Accountwide adjustments	[2] −$4,885	[3] −$5,078	[3] −$7,171	[3] −$6,239
Total	$105,096	$117,326	$109,036	$117,058
Positions	656	665	.....	665

[1] The House did not provide an explicit allocation of positions.
[2] Reflects adjustment of $4,885,000 provided for administration of section 402 grants.
[3] Reflects adjustment of $5,076,000 provided for administration of section 402 grants.

RULEMAKING

This activity covers rulemaking relative to Federal motor vehicle safety standards, fees and equipment, automotive fuel economy standards, international harmonization of standards, and regulatory reform. The rulemaking effort is financed entirely from Federal funds.

The Committee has been encouraged by the noticeable turnaround in NHTSA's rulemaking efforts. Under the new Administrator, NHTSA has demonstrated a serious attitude toward its rulemaking mission, promulgating a number of important regulations extending requirements concerning rear seat lap belts, head restraints, and side impact protection to light trucks and vans. Many of these rulemakings were long overdue. While much work remains to be done, the Committee wishes to commend the Administrator's commitment to expediting the rulemaking process. The successful and timely completion of vehicle rulemaking initiatives pertaining to automatic crash protection in vans and light trucks; and improvements for school buses, heavy trucks, and child safety seats will demonstrate that a fundamental change at NHTSA has occurred. The Committee will monitor NHTSA's progress toward the Administrator's stated goals.

For fiscal year 1991, the Committee has provided a total of $8,824,000, $647,000 more than the fiscal year 1990 comparable level, $26,000 more than the House, and $87,000 less than the President's request. For the Office of Rulemaking, as in the case of the other offices financed through the "Operations and research" account, the Committee has concurred in the House's action freezing awards at the fiscal year 1990 level. The House also proposed to freeze administrative expenses for these offices at the fiscal year 1990 level. The Committee has instead provided one-half the increase requested for administrative expenses above the fiscal year 1990 level.

Thus, for the Office of Rulemaking, the Committee has reduced the request by $87,000. The House also proposed an additional $218,000 for the New Car Assessment Program [NCAP], a reduction of $240,000 to be achieved through a freeze on fuel economy contracts. The House also disallowed a new position (−$75,000) for the Office of Market Incentives. The Committee does not concur in these further adjustments to the budget request.

ENFORCEMENT

This program provides for the enforcement of programs described under the rulemaking activity, including manufacturer compliance with motor vehicle safety and fuel economy standards, investigation of safety-related defects, and surveillance of odometer tampering. Financing is entirely from Federal funds.

For the enforcement program, the Committee has provided a total of $13,411,000, $718,000 more than the fiscal year 1990 comparable level, $199,000 less than the budget request, and $1,493,000 less than the House allowance. The Committee has concurred in the action of the House freezing awards at the fiscal year 1990 level (−$42,000). The House also proposed a freeze on administrative expenses at the fiscal year 1990 level. The Committee has, instead, provided one-half of the requested increase (−$157,000). The House provided an additional $150,000 for the Office of Defects Investigation as well as an additional $1,500,000 for the standards compliance area. The Committee does not concur in these further adjustments to the budget request.

HIGHWAY SAFETY

This program provides technical support to States in the conduct of their safety programs, conducts demonstration programs emphasizing alcohol countermeasures and safety belt usage, and provides for the operation and improvement of the national driver register. In addition, the program will be involved in the implementation of the Federal motor vehicle safety standard 208 on occupant protection.

For the Highway Safety Program, the Committee has provided a total of $42,882,000, which is $8,739,000 more than the fiscal year 1990 comparable level, $166,000 less than the budget request, and $8,597,000 more than House allowance. The Committee has concurred in the action of the House freezing awards at the fiscal year 1990 level (−$66,000). The House also proposed a freeze on administrative expenses at the fiscal year 1990 level. The Committee has instead provided one-half of the requested increase (−$100,000). The House deleted funding for three positions in the Office of Enforcement and Emergency Services proposed in the budget for sobriety checkpoint training. The Committee believes this to be an important initiative in the training of State and local police forces to combat drunk driving, especially given the Supreme Court recent decision upholding the constitutionality of sobriety checkpoints. The Committee has provided the requested funds ($150,000). The House also proposed to reduce travel expenditures from the amount budgeted by $144,000 and achieve savings of $203,000

through contract program adjustments. The Committee does not concur in these adjustments to the budget request.

The Committee continues to be supportive of the Techniques for Effective Alcohol Management [TEAM] Program and is pleased to see that the Administrator expects to expand the program to the National Football League [NFL] and the National Hockey League [NHL]. The Committee expects the Administrator to provide an adequate level of resources above the level provided in fiscal year 1990 to accomplish this ambitious goal.

Public Law 100-690 added to the Highway Safety Act of 1966 a new section (410) which establishes a two-tiered incentive grant drunk driving prevention program. Under this program, a State may qualify for basic and supplemental grants not to exceed 85 percent of the State's fiscal year section 402 apportionment. The Committee has included $8,000,000 for the section 410 program, the same as the President's request. The House provided no funding for this program.

The Committee wishes to commend the Secretary and the Administrator for requesting an adequate funding boost for this program. To qualify for a section 410 grant, a State must implement an expedited driver's license suspension or revocation system and a self-sustaining drunk driving prevention program. States qualify for grants measured as a percentage of their basic section 402 grant based on whether they suspend licenses within 15 or 30 days. They also qualify for supplemental grants by implementing mandatory blood alcohol concentration testing, preventing operators under age 21 from obtaining alcoholic beverages, or by implementing a program mandating suspension of registration and return of license plates. Larger supplemental grants may be awarded to States that implement a program making it unlawful to have an open container or to consume alcohol in a motor vehicle. It is anticipated that, as occurred with the section 408 program, the availability of funding for the section 410 program will prompt States to enact the necessary qualifying statutes, especially those States that will soon graduate from eligibility for the section 408 program.

In this report last year, the Committee noted that:

> * * * NHTSA, in conjunction with the Federal Highway Administration, needs to do more to provide useful information to the motoring public about sharing the road with commercial motor carriers. As commercial truck traffic increases on our Nation's highways, it is imperative that NHTSA address the problem of traffic mix and begin to report on measures necessary to protect the traveling public while ensuring efficient commercial traffic movement.

Based on a careful review of NHTSA's fiscal year 1990 accomplishments and its proposed fiscal year 1991 request, the Committee believes that NHTSA has not adequately responded to the Committee's directive. Much more should be done to address the public's role in causing accidents involving commercial vehicles. The Office of Technology Assessment, in its 1988 report on motor carrier safety, noted the high number of fatalities resulting from the

interface of passenger vehicles and trucks. Data collected by NHTSA indicate that the number of such fatalities is on the rise.

The Committee's allowance for the section 403 program includes $250,000 to be spent on efforts to help educate the motoring public on sharing the road with the motor carrier industry. The Committee directs NHTSA to coordinate its efforts with the National Safety Council, FHWA, and other appropriate representatives of the motor carrier industry and law enforcement authorities including the Commercial Vehicle Safety Alliance. In doing so, NHTSA shall seek to maximize the effectiveness of existing educational activities, or pursue innovative strategies not now being fully utilized. The Committee directs NHTSA to use its own operating funds in designing and planning these efforts and the 403 funds primarily for the development, publication, or distribution of educational and training activities. The Committee expects to explore fully NHTSA's accomplishments in this area during next year's hearing.

RESEARCH AND ANALYSIS

This program provides motor vehicle safety and highway safety research and development in support of all NHTSA programs, including the collection and analysis of data to identify safety problems, develop alternative solutions, and assess costs, benefits, and effectiveness. Major activities include crashworthiness research and support for the national accident sampling system and the fatal accident reporting system.

For the Research and Analysis Program, the Committee has provided $44,909,000, which is $2,086,000 more than the fiscal year 1990 comparable level, $1,784,000 more than the budget request, and $146,000 more than the House allowance. The Committee has concurred in the action of the House freezing awards at the fiscal year 1990 level (−$70,000). The House also proposed a freeze on administrative expenses at the fiscal year 1990 level. The Committee has, instead, provided one-half of the requested increase (−$146,000). The House deleted $1,000,000 requested for the advanced technology program. The Committee believes that NHTSA has a critically important role to play in researching the safety aspects of intelligent vehicles and intelligent highways and has provided the requested funds for this initiative. The House also provided an additional $3,000,000 for enhanced biomechanics research. The Committee did not concur in this add-on.

The Committee has provided $2,000,000 in follow-on funding for the development and acquisition of the national advanced driving simulator [NADS]. Although $2,951,000 in funding was provided to NHTSA for NADS in fiscal year 1990, the President requested funds for this activity in fiscal year 1991 as part of the budget request for the Federal Highway Administration. Of the amount provided, $700,000 shall be available to complete financing of necessary needs studies to define project specifications. The remaining $1,300,000 shall constitute partial funding for fabrication and checkout of proposed simulator systems.

The Committee directs, however, that before any funds are obligated in excess of the amount required to complete the needs and

project specification studies, NHTSA, in cooperation with other Federal agencies, shall prepare a long-range plan that will specify the research objectives and goals of the simulator. The plan shall also include a list of specific research projects to be pursued in the simulator, including the purposes of these projects and an identification of how the research results from these projects will promote highway safety; a list of non-Federal participants that have made or are willing to make definitive financial or other commitments for the design, construction, and operating costs of the simulator; and a list of the pledged or received commitments from each party.

The Committee directs NHTSA, in cooperation with other Federal agencies, to take the steps necessary to maximize the contribution of non-Federal participants to the national driving simulator project. Appropriate arrangements should be made, either by the NHTSA and FHWA Administrators, or, if need be, by the Secretary, to solicit this participation while maintaining the Department's independence and the integrity of its rulemaking process.

This plan shall be submitted to the House and Senate Appropriations Committees no later than July 1, 1991. The NHTSA Administrator shall not obligate any funds in excess of the $700,000 provided for the needs and project specifications studies without the written approval of the House and Senate Appropriations Committees. No further appropriations will be considered for this project until the Committee has had the opportunity to review the report cited above.

GENERAL ADMINISTRATION AND OFFICE OF THE ADMINISTRATOR

Major activities include overall executive direction, planning, program evaluation, and implementation. The Committee recommends a total of $13,271,000 for these activities, which is $186,000 below the House allowance, $439,000 below the budget request, and $1,126,000 above the fiscal year 1990 comparable level. As is consistent with the other programs in the "Operations and research" account, the Committee has concurred in the action of the House freezing awards at the fiscal year 1990 level (−$34,000 for the Office of the Administrator and −$14,000 for general administration). The Committee has provided one-half of the requested increase for administrative expenses in each program (−$91,000 for the Office of the Administrator and −$300,000 for general administration). The House proposed to freeze permanent change of station moves and program evaluation contracts at the fiscal year 1990 level. The Committee does not concur in these adjustments to the budget request.

TRAUMA RESEARCH AND EMERGENCY MEDICAL SERVICES [EMS]

The Committee wishes to echo the House Committee in calling attention to NHTSA's important work in emergency medical services and trauma research. The Committee, however, has not concurred in the House allocation of $250,000 for Dade County trauma system support or the allocation of $2,000,000 for equipment and related costs to support trauma research at Jackson Memorial Hospital in Miami, FL. Instead, the Committee has provided $3,000,000 for State-designated level I trauma care centers in New Jersey. The

Committee expects NHTSA to provide $1,000,000 to the University of Medicine and Dentistry of New Jersey for the level I trauma center at University Hospital, Newark, and $1,000,000 to Cooper Hospital for the level I Southern New Jersey Regional Trauma Center at Cooper Hospital/University Medical Center in Camden. The Committee also expects NHTSA to provide $1,000,000 to Robert Wood Johnson University Hospital for its trauma center, provided it is designated as a level I center by the State.

The Committee expects these funds to be used to enhance the effectiveness of trauma care at these level I trauma care centers in New Jersey. The Committee understands that research is necessary to determine effective methods to improve trauma care nationwide.

OTHER ACCOUNTWIDE ADJUSTMENTS

The Committee has concurred in the House action deducting $4,104,000 for rental payment to GSA. The necessary funds for rental payment are provided in a separate account. The Committee does not concur in the House action freezing training funds at the fiscal year 1990 level. The Committee has allowed one-half of the proposed increase in overhead costs for field offices (−$57,000). The House proposed to freeze these expenditures at the fiscal year 1990 level.

HIGHWAY TRAFFIC SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Appropriations, 1990	($136,604,000)
Budget estimate, 1991	(105,000,000)
House allowance	(104,825,000)
Committee recommendation	(107,358,000)

Under the Highway Traffic Safety Grants Program, grants of contract authority are provided to the States to assist in the establishment and improvement of highway safety programs designed to reduce traffic deaths and injuries. Safety formula grants are apportioned to the States on the basis of population (75 percent), and public road mileage (25 percent). The program requires that the States match 25 percent of the Federal contribution with their own funds. Activities are centered predominantly on efforts that will control the drinking/drugged driver; increase the intensity of traffic law enforcement; improve the quality of emergency medical services; implement programs to increase seat belt usage; and improve the collection and analysis of traffic accident data. Incentive grants are also allocated to the States for alcohol safety programs.

The Committee recommends an appropriation for liquidation of contract authorization of $107,358,000 for the payment of obligations incurred in carrying out provisions of the State and Community Highway Safety Program (sec. 402), the Schoolbus Driver Training Program (sec. 406), the Alcohol Safety Incentives Grant Programs (sec. 408), and the Safety Education and Information Grants Program (sec. 209).

LIMITATION ON OBLIGATIONS (SEC. 402)

The Committee proposes a total limitation of $114,655,000 for obligations to be incurred under the Safety Formula Grants Program of section 402. This is the same as the budget request and the House allowance.

ALCOHOL INCENTIVE GRANTS (SEC. 408)

The Committee proposes a total limitation of $17,000,000 for obligations to be incurred under the section 408 Alcohol Incentive Grants Program.

The amount provided is expected to be sufficient to provide grants to the increased number of States that have become eligible for section 408 grants. The section 408 program contributes to the reduction of alcohol-related crashes, injuries, and deaths by assisting and encouraging States to adopt countermeasures of proven effectiveness to prevent drunk driving. States become eligible for basic grants by enacting laws which, at a minimum, require prompt license suspension of drunk drivers, mandate sentencing of second offenders, and establish a maximum allowable per se blood alcohol content of 0.10 percent. State enacting additional countermeasures stipulated in the authorizing statute are also eligible for supplemental grants.

The Committee is encouraged by the number of States that have become eligible for the program in recent months. These developments indicate a renewed interest on the part of State lawmakers in combating drunk driving. However, this circumstance has resulted in additional funding needs for the program, a situation that gave rise to a supplemental appropriation in fiscal year 1990. The Committee is greatly disappointed that the administration, though fully knowledgeable of the situation, has not adjusted its budget request to accommodate the funding requirements for all the States eligible for the program. The administration's failure to request an adequate level of funding calls into question the President's sincerity in advocating a national effort at stemming drunk driving.

SAFETY EDUCATION AND INFORMATION GRANTS (SEC. 209)

The Committee proposes to limit cumulative section 209 obligations at $4,750,000. This is the same level as the budget request and the amount provided by the House.

NHTSA GENERAL PROVISIONS

National maximum speed limit.—The Committee concurs in the action of the House providing a temporary moratorium on the national maximum speed limit sanctions that would be imposed on five States for failing to comply with the 55-mile-per-hour speed limit. While the Committee has consistently supported strict enforcement of speed limits in the interest of public safety, current law only imposes sanctions on those States that have a maximum posted speed limit of 55 miles per hour. Those States that have posted speed limits of 65 miles per hour are exempt from these sanctions. Given the absurd inequity in the current statute, the Committee has allowed this temporary moratorium. The Commit-

tee expects this situation to be resolved by the authorizing committees as part of the surface transportation bill next year.

Section 410 drunk driving prevention grants.—The Committee has included bill language to make technical corrections to the statute authorizing the 410 program. The corrections address three key areas: the period in which an administrative review of a license suspension/revocation would have to take place; the use of administrative fines in determining self-sufficiency of drunk driving prevention programs; and the amount of funds to be considered in determining self-sufficiency. These provisions are intended to bring program regulations into conformity with the intent of the congressional authors of the program. They are not intended to loosen the rigorous standards of the 410 program.

States using an administrative suspension/revocation process are finding it difficult to complete the process within the time period now prescribed. That process is most effective when completed in as short a time as possible. However, particularly for larger States, or those with limited computer resources, allowance should be given in cases where the strict time period cannot be adhered to. The bill language would provide such an allowance, without compromising the goal of expeditious action against drunk drivers.

Congressional intent clearly called for the administrative, rather than judicial, suspension or revocation of licenses. However, because of the use of the word "convicted" in the authorizing statute, NHTSA has determined that administrative fines cannot be counted in determining whether a State meets the self-sufficiency requirement in the 410 program. The technical correction included by the Committee would eliminate this inconsistency, making it clear that administrative penalties are to be counted.

NHTSA is requiring that all fines and penalties collected through enforcement of drunk driving laws be returned for use in sustaining drunk driving programs. While this is in line with congressional intent to the extent that programs should be as self-sufficient as possible, it does not take into consideration situations where States would choose to increase drunk driving penalties above and beyond levels needed to sustain their programs. The bill language included by the Committee would address such a situation.

These changes would bring the 410 program in line with congressional intent, and would lead to the expenditure of the funds requested by the administration and provided by the Committee. In spite of considerable progress in combating drunk driving, it continues to account for roughly one-half of the approximately 47,000 fatalities occurring each year on America's highways. Implementation of the 410 program, as intended by Congress, could significantly reduce that death toll, a goal the Committee strongly supports.

FEDERAL RAILROAD ADMINISTRATION

Summary of Fiscal Year 1991 Program

The Federal Railroad Administration became an operating administration within the Department of Transportation on April 1, 1967. It incorporated the Bureau of Railroad Safety from the Inter-

state Commerce Commission, the Office of High Speed Ground Transportation from the Department of Commerce, and the Alaska Railroad from the Department of the Interior. The Federal Railroad Administration is responsible for planning, developing, and administering programs to achieve safe operating and mechanical practices in the railroad industry. Grants to the National Railroad Passenger Corporation (Amtrak) and other financial assistance programs to rehabilitate and improve the railroad industry's physical plant are also administered by the Federal Railroad Administration.

The Committee recommends new appropriations totaling $864,198,000 for the activities of the Federal Railroad Administration for fiscal year 1991. This is $794,619,000 more than the budget request, $157,474,000 more than the amount provided for fiscal year 1990, and $127,684,000 more than the House allowance. These comparisons do not include the offsets associated with the redeemable preference share loan asset sales and the receipt of repaid debt borrowings. The Committee has also provided credit authority for $100,000,000 for section 511 loan guarantees.

The following table summarizes the Committee recommendations for budget authority:

[In thousands of dollars]

Program	Fiscal year 1990 appropriation level	Fiscal year 1991 budget estimate	House allowance	Committee recommendations
Office of the Administrator	14,589	15,807	13,404	14,547
Local rail freight assistance	6,979		7,000	12,000
Railroad safety	31,495	36,500	34,110	34,616
Railroad research and development	9,489	16,984	25,212	17,747
Settlements of railroad litigation		265	265	265
Northeast Corridor Improvement Program	24,442		16,000	165,000
Grants to Amtrak	604,685		482,000	470,000
Mandatory passenger rail payments			150,000	150,000
Regional rail reorganization program	6,625	23	23	23
Conrail commuter transition assistance	4,920		5,000	
Amtrak corridor improvement loans	3,500		3,500	
Total	706,724	69,579	736,514	864,198

Office of the Administrator

Appropriations, 1990	$14,589,000
Budget estimate, 1991	15,807,000
House allowance	13,404,000
Committee recommendation	14,547,000

The Office of the Administrator provides support and guidance on critical issues concerning the railroad industry and the day-to-day operations of the Federal Railroad Administration. The appropriation includes budget activities, executive direction and administration and policy support aimed at resolving critical problems in the railroad industry. Programs funded are: (1) administration and special projects—includes the salaries and related expenses for administering FRA's assistance programs; (2) contractual support for

policy studies; and (3) reimbursements to the Department of Labor for the Alaska Railroad workers' compensation payments.

	Fiscal year 1991 budget estimate	House allowance	Committee recommendations
Contractual support	$1,000,000	$925,000	$1,000,000
Salaries and expenses	14,063,000	14,150,000	14,218,000
Alaska RR workers' compensation	744,000	744,000	744,000
Accountwide adjustment		−2,415,000	−1,415,000
Total appropriation	15,807,000	13,404,000	14,547,000
Staff-years	(185)	([1])	(188)

[1] House did not explicitly allocate staff-years.

SALARIES AND EXPENSES

This activity provides for salaries and related expenses for the Office of the Administrator and his immediate staff, Chief Counsel, civil rights, public affairs, budget, administration, policy, and passenger and freight services.

CONTRACTUAL SUPPORT

This activity develops positions regarding various proposed structural changes in the railroad industry. Contractual support is used to conduct internal studies dealing with traffic, economic forecasting, financial condition, and other factors that contribute to an efficient national freight railroad network.

ALASKA RAILROAD WORKERS' COMPENSATION

This activity provides for the necessary reimbursement of workers' compensation payments made by the Department of Labor to former employees of the Alaska Railroad.

The Committee has not included any additional funding for this activity. The compensation payments have already been made by the Department of Labor.

PROSECUTION OF HMTA VIOLATIONS

The Committee believes that the Office of Chief Counsel could more effectively implement its responsibilities under the Hazardous Materials Transportation Act [HMTA]. Throughout much of the 1980's, FRA settled for roughly 55 cents for every $1 of civil penalties originally assessed for alleged violations of the HMTA. In the Committee's view, FRA attorneys may be compromising public safety by frequently failing to impose meaningful final assessments on railroad and shipping companies violating the HMTA. In testimony before the Committee in support of his budget request, the FRA Administrator noted that during the 1980's, the safety record in the rail transportation of hazardous materials has improved. The Committee does not believe this fact should be used as an excuse for ineffective penalty assessments.

The Committee's review of FRA's records found cases where FRA settled for a low percentage of the initial penalty assessment for serious probable violations against a major rail carrier in the mid-

1980's and repeated a similar low percentage settlement against the same carrier in the late 1980's. The Committee notes that the HMTA states explicitly that "any history of prior offenses" shall be considered when final penalty assessments are determined.

In testimony before the Committee, FRA noted that agency attorneys are required to compromise or forego civil penalties in cases where the railroad or shipping companies present compelling evidence that contradicts the FRA's findings or when there is found to be mitigating circumstances surrounding the violation. This being the case, the record of low penalty assessments by FRA attorneys would indicate that FRA's inspectors are citing railroads and shipping companies for a great many erroneous violations. The Committee, however, has not been given any reason to believe that this is the case.

Having carefully reviewed FRA's historical record of implementing the HMTA, the Committee concludes that FRA has established a policy of bending over backward to avoid litigation. FRA informed the Committee that it has not referred a single case dealing with a civil penalty assessment under the HMTA to the Department of Justice since 1984. This record stands in stark contrast to that of the Federal Highway Administration [FHWA] and the Research and Special Programs Administration [RSPA] which have referred numerous HMTA cases for prosecution by the Justice Department or administrative law judges. The Committee believes that, when necessary, FRA should make effective use of the Department's administrative law judges or the Department of Justice.

FRA's Office of Chief Counsel is directed to review the civil penalty assessment practices of the FHWA and the RSPA which implement the same HMTA statute and consider the same legislatively specified factors in determining final assessments. FRA will find that RSPA and FHWA have been able recently to settle for more than an average of 70 cents for every $1 of initial assessment for cases brought under the HMTA. The Committee further believes that the Office of Chief Counsel should consult more closely with FRA's Office of Safety in determining the final civil penalty assessments pursued under the Rail Safety Act, the HMTA and the Rail Safety Improvement Act of 1988. The Committee expects to monitor closely FRA's penalty assessments record for violations under these acts. The Committee directs FRA to submit a report by March 1, 1991, to the House and Senate Appropriations Committees on actions taken to improve the effectiveness of the Office of Chief Counsel's implementation of the HMTA.

STAFFING IN THE OFFICE OF CHIEF COUNSEL

The report accompanying the Senate transportation appropriations bill for fiscal year 1990 noted the following:

> The Committee maintains that effective and meaningful enforcement requires the prompt settlement of enforcement cases. In fact, it is in the interest of safety and justice that these cases be settled within a reasonable period of time from when the violations were first documented. The Committee is concerned that FRA has amassed a huge backlog of civil penalty cases totaling potentially

$10,500,000 in fines that need to be settled expeditiously. The Committee directs FRA to work vigorously toward substantially reducing this backlog.

In testimony before the Committee in defense of FRA's fiscal year 1991 budget request, the Administrator indicated that the backlog situation has worsened over the last year and grown to roughly $17,000,000. A 2- to 3-year period is common between the time when a serious probable violation is first discovered and when a final civil penalty is assessed for that probable violation. Although the Committee is clearly not satisfied with the performance of FRA's Office of Chief Counsel, the need to address the backlog outweighs other considerations. Consequently, the Committee's allowance includes three additional attorney positions for the Safety Division of the Office of Chief Counsel. The House also provided these three additional positions.

The Committee, like the House, has deducted $1,415,000 for rental payments from the Office of the Administrator. Adequate funding has been provided for rental payments under a separate account. The Committee does not concur in the other House adjustments to the budget request which include a reduction of $1,000,000 in the name of unobligated balances and a reduction of $75,000 budgeted for technical assistance to regional and short line railroads.

JACKSONVILLE—NEW ORLEANS PASSENGER RAIL SERVICE

The report accompanying the House bill calls for FRA, in consultation with Amtrak, to conduct a study evaluating the feasibility of establishing passenger rail service between Jacksonville, FL, and New Orleans, LA. The Committee wishes to echo the wishes of the House Committee and looks forward to reviewing the report by January 15, 1991.

CHICAGO-JACKSONVILLE SERVICE

The Committee notes with interest the growing local support for restoration of Amtrak service from Chicago to Jacksonville, FL, through Atlanta and other cities. The Committee looks forward to reviewing the feasibility study on this route, which was requested last year, at the earliest possible date.

LOCAL RAIL FREIGHT ASSISTANCE PROGRAM

Appropriations, 1990	$6,979,000
Budget estimate, 1991	
House allowance	7,000,000
Committee recommendation	12,000,000

The Local Rail Service Assistance Program was established by the Regional Rail Reorganization Act of 1973 to provide financial support to States for the continuation of rail freight service on abandoned light density lines in the Northeast. The Railroad Revitalization and Regulatory Reform Act of 1976 expanded the program to all States. In 1978 the program was further expanded and amended to allow capital assistance for rehabilitation prior to,

rather than after, abandonment. Amendments in 1981 prohibited the use of these funds for operating subsidies.

The program was again reauthorized in 1989 under Public Law 101-213 and renamed the "Local Rail Freight Assistance Program." The Committee has provided a total of $12,000,000 for local rail freight assistance, $5,021,000 more than the fiscal year 1990 comparable level and $5,000,000 more than the House allowance. The administration did not request funds for this program. The Committee has updated the statutory citation for this program and deleted the funding distribution scheme provided in the House bill since it is roughly identical to the scheme called for in the recently enacted authorizing legislation.

Railroad Safety

Appropriations, 1990	$31,495,000
Budget estimate, 1991	36,500,000
House allowance	34,110,000
Committee recommendation	34,616,000

This appropriation finances the development, administration, and enforcement of programs designed to achieve safe operating and mechanical practices in the railroad industry.

The Committee recommends a $34,616,000 program level for the Railroad Safety Program. This is $1,884,000 less than the budget request for railroad safety and $206,000 above that recommended by the House.

The funds for rail safety are intended to be distributed as follows:

	Fiscal year 1991 budget estimate	House allowance	Committee recommendations
Federal enforcement (field inspectors)	$28,895,000	$28,467,000	$28,812,000
Permanent positions	(431)	(1)	(431)
Automated track inspection	$1,203,000	$1,203,000	$1,203,000
Regulation and administration	$6,402,000	$6,402,000	$6,402,000
Permanent positions	(67)	(1)	(67)
Accountwide adjustments		−$1,962,000	−$1,803,000
Total appropriation	$36,500,000	$34,110,000	$34,616,000

[1] The House did not explicitly allocate positions.

Federal enforcement.—This program provides salaries and related expenses for safety field operations. Federal inspectors monitor railroads for compliance with Federal laws with specific emphasis on passenger and hazardous material routes. In addition, this staff provides training to State and railroad industry personnel on safety enforcement activities, including programs dealing with alcohol and drug abuse problems. The administration requested funding for 31 additional inspector and 12 inspector trainee staff-years to continue implementation of safety regulations mandated in the Rail Safety Improvement Act of 1988. Based on information provided the Committee, it is expected that Federal inspectors will spend no less than 15 days per month in the field.

Automated track inspection.—This program provides for the operation of a self-propelled automatic track inspection vehicle which annually surveys approximately 28,000 miles of track.

Regulation and administration.—This program funds the salaries and related expenses of safety headquarters personnel, data gathering and dissemination, planning and evaluation activities, and provides direction to the field enforcement staff. The Committee has provided the requested position level of 67.

ADJUSTMENTS TO BUDGET REQUEST

The Committee believes that instituting a formal Inspector Trainee Program would be of much benefit to the FRA over the long term and has provided the full amount requested for this initiative. The House reduced the amount requested by $252,000. The Committee reduced the administration's request for office automation costs by $83,000 instead of $176,000 as recommended by the House. The Committee reduced the amount requested for health care costs by $299,000 instead of $458,000 as recommended by the House. The Committee has not agreed with the House recommendation reducing the budget request for PCB costs by $312,000.

TARGETED INSPECTION OF HAZMAT SHIPPERS

It has come to the Committee's attention that sometimes FRA's inspectors are conducting numerous examinations of rail cars that have not yet been offered for transportation (as indicated by the preparation of shipping papers, presence of seals on all closures, placement of a car on the track for pickup, or other relevant criteria). Because it is important that the maximum benefit be obtained from FRA visits to shipping facilities, the Committee encourages FRA to target periodically its inspections of rail cars at shipper facilities in such a way as to concentrate on shipments that have been offered for transportation.

EXPANDING COVERAGE BY FRA INSPECTORS

Shipping and railroad operations do not operate on a 8 a.m. to 4:30 p.m. work schedule. FRA inspectors commonly do. The Committee is concerned that some rail companies may be structuring their operating schedules so as to avoid monitoring by FRA inspectors. Thus, the Committee requests that the Administrator look into this situation and consider changes in work policies, such as improved flex time and compensatory time policies, in order to expand the hours of coverage by FRA inspectors.

REIMBURSEMENT FOR TRAINING

The House bill includes language requested by the administration to allow the Office of Railroad Safety to charge for the cost of training safety employees of private industry as well as State and local officials. The Committee has modified this provision to ensure that the FRA does not charge State enforcement officers or trainees that are conducting investigative and surveillance activities under the Federal railroad safety laws and regulations. In previous testimony before the House Committee on Appropriations, the FRA

committed itself to providing such training to State enforcement officers at no cost.

RAILROAD RESEARCH AND DEVELOPMENT

Appropriations, 1990	$9,489,000
Budget estimate, 1991	16,984,000
House allowance	25,212,000
Committee recommendation	17,747,000

The Federal Railroad Administration's Railroad Research and Development Program plans and conducts research aimed at improving all aspects of the safety of train operations and maintenance, as well as stimulating new industry safety developments and trends. In 1991, this program will address research in (1) equipment operations and hazardous materials transport safety; (2) track, right-of-way, and track/train interaction safety; and (3) high-speed rail and magnetic levitation transportation systems. It will also include efforts to bring the transportation test center into compliance with Federal and State environmental laws.

The Committee recommends an appropriation of $17,747,000 for railroad research and development and 16 positions. This is $763,000 more than the budget request and $7,465,000 less than the House allowance.

RAIL PLANNING MODELS

The Committee notes that the continued increase in sales of rail line segments by class I carriers to local and regional operators has necessitated a replacement of obsolete rail planning models. The Committee recognizes the need nationwide for an up-to-date microcomputer model, capable of analyzing both short line and class I project costs and benefits, that can be used by State departments of transportation. The Committee recommends that discretionary railroad research and development moneys provided under this account or funds provided to the Office of the Administrator be used to develop such a model and that the work be conducted at a university based transportation center.

MAGNETICALLY LEVITATED [MAGLEV]/HIGH SPEED RAIL SYSTEMS RESEARCH

The Committee has provided a total of $7,000,000 for research on magnetically levitated and high speed rail systems. The total amount provided is $850,000 more than the budget request and $5,000,000 less than the House allowance.

For the activities cited in the budget request, the Committee has provided $6,250,000, $100,000 more than the budget request. Within this amount, the Committee expects that not less than $500,000 shall be used to initiate a comprehensive research program designed to identify, characterize, and minimize the potential health risks associated with magnetic fields generated by magnetic levitation [maglev] systems. In the conduct of this research program, FRA should make the widest possible use of the capabilities and facilities of the broader research community and other Federal agencies, such as the Environmental Protection Agency, the National

Institute for Occupational Safety and Health, National Institute of Environmental Health Sciences and the Department of Energy.

The funds appropriated shall, among other purposes, be used to determine quantitatively the magnetic fields associated with existing maglev systems and to compare these measurements with magnetic fields associated with several different transportation systems. The Committee directs that comprehensive short- and long-term magnetic exposure measurements of existing maglev systems be taken.

The Committee directs the FRA to develop and begin to implement in its fiscal year 1991 program its plans for a research strategy to identify the biological implications associated with magnetic fields generated by maglev systems. Research should be directed to such topics as a determination of the chronic, acute, and cumulative effects of such fields; and special effects on children, those with pacemakers, and on-board operators and attendants of maglev vehicles. The Committee envisions that FRA will fund contracts to those agencies with sufficient background and expertise to address the health-related aspects of magnetic fields. The Committee also expects that FRA will evaluate the effectiveness of the engineering approaches such as shielding, design changes, and other means needed to minimize the exposure levels resulting from these fields.

The Committee has also provided $500,000 to the State of Washington for a study on preliminary corridor design and other work encompassing magnetic levitation and/or other high speed rail/ground transportation. The funds will be matched on at least a 1-for-1 basis with State funds. The FRA will provide a grant to State authorities for the execution of this study and will provide the State authorities with technical assistance toward the completion of this study.

The Federal Government Interagency Maglev Coordinating Committee (Federal Railroad Administration, U.S. DOE, U.S. Army Corps of Engineers) has been established to facilitate development of an operational second generation maglev system in the United States. One of the main purposes of the coordinating committee is to assess and develop technology topics of concern with emphasis on guideway structural design, estimated to cost about 75 percent of the total maglev system costs.

The Committee directs the Federal Railroad Administration [FRA] to support those efforts in 1991 with a view toward conducting a feasibility study of possible utilization of nonmagnetic polymer matrix composites, embedment of sensors, and nondestructive testing techniques to understand degradation rates and remaining life, and manufacturability issues of these materials. The Committee has included $250,000 for this effort and directs the FRA to submit a report to the Committee within 180 days of the date of enactment of the fiscal year 1991 appropriation bill, outlining feasibility of utilization of such material in high speed ground transportation guideway system application, identifying potential barriers to the increased use of low-cost nonmagnetic continuous fiber composites in maglev, and proposing strategies to overcome those barriers.

LIRR INTERMODAL PROJECT

The Committee believes that the Long Island Railroad intermodal project shows great promise as a means to better utilization of rail infrastructure, improved air quality, and lessened highway and bridge traffic congestion in the densely populated New York metro area. The sum of $1,000,000 is being provided to commence this project which should bring measurable improvements to the area. The Committee expects the States of New York and/or New Jersey to be equal partners with the Federal Government in advancing this project.

FURTHER ADJUSTMENTS TO BUDGET REQUEST

The Committee, like the House, has reduced the budget request by $87,000 intended for rental payments. Sufficient funds have been provided for rental payments under a separate account. The Committee has reduced the amount requested for track research by $1,000,000. The Committee has not included funding for a variety of initiatives in the House bill including $1,000,000 for the design of a monorail system in Orange County, CA; $800,000 for grade crossing research; and $500,000 for a locomotive crashworthiness project. The House disallowed the request for $75,000 for an engineering position. The Committee has provided the position and the necessary funding. The Committee also concurs in the bill language proposed by the House to allow FRA to provide a grant of $400,000 to Amtrak using funds provided in fiscal year 1990. Amtrak will use the funds to study ways to improve access to rail cars for elderly passengers and passengers with disabilities.

SETTLEMENTS OF RAILROAD LITIGATION

Appropriations, 1990	
(Portion applied to debt reduction)	
Budget estimate, 1991	$3,362,000
(Portion applied to debt reduction)	−3,097,000
House allowance	3,362,000
(Portion applied to debt reduction)	−3,097,000
Committee recommendation	3,362,000
(Portion applied to debt reduction)	−3,097,000

The Committee concurs in the budget request and the House allowance providing $3,362,000 for the liquidation of borrowing authority. The amount provided also includes $265,000 in new budget authority. This appropriation will repay borrowings paid for those properties of the Penn Central Transportation Co. and their subsidiaries that were transferred to Conrail in 1976.

NORTHEAST CORRIDOR IMPROVEMENT PROGRAM

Appropriations, 1990	$24,442,000
Budget estimate, 1991	
House allowance	16,000,000
Committee recommendation	165,000,000

Title VII of the Railroad Revitalization and Regulatory Reform [4-R] Act of 1976, as amended, provides for the upgrading of the Northeast corridor between Boston, MA, and Washington, DC. The

law requires upgrading of the corridor to facilitate the provision of safe, dependable, rail passenger service and faster trip times. Pursuant to amendments of the 4–R Act in 1980, the major improvement work has been redirected toward the most heavily traveled segments of the corridor and emphasizes safety and reliability.

The House has provided $16,000,000 for fiscal year 1991 and has earmarked the funds for the purchase of two dual-powered locomotives, a project not requested by Amtrak. The Committee recommends an appropriation of $40,000,000 for those projects requested by Amtrak.

The Committee recommendation compared to the House distribution is:

Activity	Amtrak request	House allowance	Committee recommendations
Delaware-New Jersey CETC	$5,100,000		$5,100,000
Electric traction system upgrades	15,900,000		15,900,000
Bridge replacement and upgrades	9,000,000		9,000,000
Communication and signal system upgrades	2,300,000		2,300,000
High level platform	1,300,000		1,300,000
Track improvements	13,300,000		6,400,000
Platform rehabilitation	4,600,000		
High-speed interlocking	6,000,000		
Track configuration	1,300,000		
Dual-powered locomotives [1]		$16,000,000	
Total	58,800,000	16,000,000	40,000,000

[1] Unauthorized.

FULL ELECTRIFICATION OF THE NORTHEAST CORRIDOR

The Committee believes that electrification of the unelectrified portion of the Northeast corridor between New Haven and Boston, as originally contemplated by the Northeast Corridor Improvement Project, is essential if travel time between Boston and New York is to be reduced to under 3 hours. High-speed rail service between New York and Boston can significantly reduce airport congestion at Logan International Airport, where as many as 30 percent of the passengers are flying to or from New York. It also would ease automobile congestion along Interstate 95. The need to incur the enormous cost of new airport and highway expansion thus could be reduced or even eliminated at far less cost. Only electrification will permit sufficient train speeds to provide better than 3-hour travel time, a key to the business travel market. In addition, electrification will reduce harmful emissions along the corridor, many areas of which already do not comply with Federal air quality standards. It will also reduce the high noise level associated with diesel and turbo locomotives. Electrification is strongly supported by Amtrak, because it will permit through-service between Washington and Boston without the need to change locomotives either at New Haven or New York, thereby providing the most efficient use of equipment.

The Committee has included $125,000,000 to make a significant start on upgrading the New York-Boston right-of-way to reduce travel time to less than 3 hours. Funds also have been included to

initiate the design phase of electrifying the railroad, as well as to upgrade the signal system and to make it compatible with an electrified operation.

The Committee recommendation is as follows:

Electrification-related upgrades

Electrification design	$25,000,000
High-speed interlockings	6,000,000
Bridge upgrades	5,000,000
New Haven track and electric catenary reconfiguration	5,000,000
High level platform	1,300,000
Canton Viaduct	1,500,000
Shell interlocking and electrification reconfiguration	25,000,000
Northend signal and electrification	56,200,000
Subtotal	125,000,000

Grants to National Railroad Passenger Corporation (Amtrak)

Appropriations, 1990	[1] $604,685,000
Budget estimate, 1991	
House allowance	482,000,000
Committee recommendation	470,000,000

[1] Includes mandatory passenger rail payment now displayed as a separate account.

The National Railroad Passenger Corporation (Amtrak) has been provided Federal assistance through the Department of Transportation since Amtrak's inception in May 1971, to support a national rail passenger system. This assistance has been in the form of grants for capital improvements, operating subsidies, cost sharing for intrastate rail services, and funds for labor protection costs associated with the discontinuance of rail passenger service.

Amtrak currently operates approximately 250 trains on a national system of over 24,000 route miles. This includes approximately 600 miles in the Northeast corridor and over 200 off-corridor miles owned by Amtrak. Approximately 15 percent of Amtrak's operating subsidy is paid to 21 railroads for services provided for the operation of trains for Amtrak.

The administration did not request any funding for this program in fiscal year 1991. The Committee recommends a funding level of $470,000,000 which is roughly $15,000,000 more than the fiscal year 1990 comparable level after appropriations for mandatory passenger rail payments now provided under a separate account. The House provided $482,000,000. The Committee recommendation is also below the Amtrak budget request of $534,000,000.

The Committee strongly supports Amtrak's stated goal of eliminating the need for Federal operating subsidies by the year 2000. No intercity passenger rail system in the world currently operates without a government operating subsidy. The Committee recognizes, however, that Amtrak's goal will not be achievable in the absence of significant Federal investment in its capital infrastructure including its rolling stock and track. While the tight budget environment has hampered the Committee in providing Amtrak's full budget request, the Committee has sought to provide a substantial increase above the fiscal year 1990 level for Amtrak's capital investment program while lowering its operating subsidy below the prior year's level for the second year in a row.

A total of $340,000,000 is provided for operating support, $3,080,000 less than the House allowance and $6,000,000 less than Amtrak's request. The amount provided is roughly $35,000,000 less than the comparable appropriation for fiscal year 1990. For the Capital Program, $130,000,000 is provided, $8,920,000 less than the House allowance and $58,000,000 less than Amtrak's request. The amount provided is $46,426,000 more than the comparable fiscal year 1990 appropriation.

ATLANTIC CITY EXPRESS SERVICE

In the past, Congress has required that Amtrak recover 80 percent of short term avoidable operating costs of its Atlantic City express service in the first year of operation, and 100 percent thereafter. Recognizing minor problems typically associated with the initiation of new service, in the fiscal year 1990 transportation appropriations bill, Congress shifted those requirements by 1 year. Now in its second year of service, Atlantic City express service ridership and revenue levels correspond much more closely with Amtrak's original projections. The Committee believes that Amtrak's actions to date to comply with the statutory requirements satisfy the Committee's intention of ensuring financially sound service on this route. Additionally, the Committee notes that, for this line and all of its routes, Amtrak is bound by financial criteria set forth in section 404 of the rail Passenger Service Act. Accordingly, the Committee does not believe that additional statutory cost-recovery requirements specific to this service are necessary and has stricken the relevant language contained in the House bill.

The Committee will continue to monitor closely the financial performance of the Atlantic City express service, and requests that Amtrak submit to the Committee by February 1, 1991 a report analyzing ridership, revenues, and costs associated with this service. The Committee will review Amtrak's performance at the fiscal year 1992 appropriations hearing.

MANDATORY PASSENGER RAIL PAYMENTS

Appropriations, 1990	
Budget estimate, 1991	
House allowance	$150,000,000
Committee recommendation	150,000,000

The Committee has provided $150,000,000 for mandatory passenger rail payments. This is a new account designed to better identify the true Federal operating subsidy to the Nation's system of intercity rail passenger service. These funds will be used by the Federal Railroad Administration solely for the purpose of making payments to the railroad retirement trust fund and the "Railroad unemployment insurance" account. These payments represent the level of expenditures anticipated for fiscal year 1991 which otherwise would be paid by Amtrak to support the unemployment and retirement costs of non-Amtrak employees.

Railroad Rehabilitation and Improvement Financing Funds

(RAILROAD CREDIT ENHANCEMENT)

Appropriations, 1990	($137,200,000)
Budget estimate, 1991	(18,000,000)
House allowance	(32,000,000)
Committee recommendation	(32,000,000)
Committee recommendation loan guarantees	(100,000,000)

Section 511 of Public Law 94-210, as amended, (the 4-R Act) authorizes obligation guarantees for meeting the long-term needs of the railroads. Railroads utilize this funding mechanism to finance major new facilities and rehabilitation or consolidation of current facilities.

The Committee has provided $100,000,000 in section 511 loan guarantees for fiscal year 1991. The President did not request section 511 loan guarantee and no such authority is provided in the House bill or was provided in fiscal year 1990. The Committee wishes to echo the House Committee in noting that the backlog of deferred maintenance and rehabilitation needs of the short line and regional railroads is substantial and must be addressed. Since enactment of the Staggers Act in 1980, over 200 new short line and regional railroads have been created from lines sold or facing abandonment by class I railroads. Funding under section 511 requires six findings which the FRA Administrator must make to guarantee a loan. They include findings that the loan can be repaid and that loan funds will be used to finance or refinance an acquisition or rehabilitation project which is justified by the demand for rail service and will improve the ability of any affected railroad to transport passengers or freight.

As in the House bill, the Committee has included bill language mandating the sale of repayable railroad loans held by the Federal Government with a principal value of $32,000,000. This level is currently estimated to be the total value of paper available for sale in fiscal year 1991.

Section 505 of the Railroad Revitalization and Regulatory Reform Act of 1976, as amended, authorizes the Secretary of Treasury to purchase fund anticipation notes from the Secretary of Transportation, which funds will be used to purchase redeemable preference shares from railroads to provide for capital needs to preserve rail freight services.

Regional Rail Reorganization Program

(APPROPRIATION FOR DEBT REDUCTION)

Appropriations, 1990	$9,862,000
Budget estimate, 1991	308,000
(Portion applied to debt)	−285,000
House allowance	308,000
(Portion applied to debt)	−285,000
Committee recommendation	307,979
(Portion applied to debt)	−284,979

The budget requested an appropriation of $307,979 of which $284,979 will be used to liquidate the debt to the U.S. Treasury for

outstanding principal and capitalized interest, and sums as may be necessary, to liquidate accrued interest. Both House and Senate recommendations are in agreement with the budget request.

CONRAIL COMMUTER TRANSITION ASSISTANCE

Appropriations, 1990	$4,920,000
Budget estimate, 1991	
House allowance	5,000,000
Committee recommendation	

The Committee has recommended no appropriation for this account, as requested in the budget, instead of $5,000,000 as recommended by the House.

AMTRAK CORRIDOR IMPROVEMENT LOANS

Appropriations, 1990	$3,500,000
Budget estimate, 1991	
House allowance	3,500,000
Committee recommendation	

The Committee has recommended no appropriation for this account, as requested in the budget, instead of $3,500,000 as recommended by the House.

URBAN MASS TRANSPORTATION ADMINISTRATION

Summary of Fiscal Year 1991 Program

The Urban Mass Transportation Administration was established as a component of the Department of Transportation by Reorganization Plan No. 2 of 1968, effective July 1, 1968, which transferred most of the functions and programs under the Urban Mass Transportation Act of 1964, as amended (78 Stat. 302; 49 U.S.C. 1601 et seq.), from the Department of Housing and Urban Development.

The missions of the Urban Mass Transportation Administration are: to assist in the development of improved mass transportation facilities, equipment, techniques, and methods; to encourage the planning and establishment of urban mass transportation services needed for economical and desirable urban development; to provide mobility for transit dependents; to maximize productivity of urban transportation systems; and to provide assistance to State and local governments and their instrumentalities in financing such services and systems.

Under the Committee recommendations, a total program level of $3,289,496,000 would be provided for the activities of the Urban Mass Transportation Administration for fiscal year 1991. This is $989,294,000 more than the budget request and $85,726,000 more than the House allowance.

The following table summarizes the Committee's recommendations:

[In thousands of dollars]

Program	Fiscal year 1990 program level	Fiscal year 1991 budget estimate	House allowance	Committee recommendation
Administrative expenses	$31,809	$35,402	$32,700	$32,396
Research training and human resources	9,970	10,000	8,000	8,000
Formula grants	1,625,110	1,076,800	1,695,000	1,605,000
Discretionary grants limitation on obligations	1,136,580	1,140,000	1,200,000	1,400,000
Mass transit capital fund (liquidation of contract authority)	(900,000)	(815,000)	(815,000)	(900,000)
Interstate transfer grants—Transit	159,520	(1)	160,000	180,000
Washington Metro	84,745	38,000	108,000	64,100
Total	3,047,734	2,300,202	3,203,770	3,289,496

[1] The administration's request assumed that funds for the transfer program would be funded from the highway trust fund.

Administrative Expenses

Appropriations, 1990	$31,809,000
Budget estimate, 1991	35,402,000
House allowance	32,700,000
Committee recommendation	32,396,000

The Committee recommends a total of $32,396,000. The budget request for administrative expenses was predicated on the increase of 10 full-time equivalents from the fiscal year 1990 level of 415. The Committee has provided $3,006,000 below the administration's request for fiscal year 1991 based on a reduction for rental payments which are funded under a separate account.

SECTION 16B LEASING

The Committee directs UMTA to return to the procedures which governed the leasing of section 16(b)(2) vehicles to public bodies which were in effect prior to July 1988. The changes which UMTA adopted last year are inconsistent with the intent of the program and hinders the coordination of public and social service transportation for the elderly and handicapped.

Section 16(b)(2) was intended to provide services where regular mass transit services provided by public bodies were unavailable, insufficient, or inappropriate. It is the Committee's view that section 16(b)(2) operators should be allowed to lease their UMTA-funded equipment to public bodies whose transportation activities are limited to providing human services. Such equipment, if leased, may only be used to provide services to elderly and handicapped persons.

NEW START CRITERIA

The Committee has included bill language which prohibits the use of appropriated funds for furtherance and implementation of the NPRM dated April 25, 1989. Similar language was included in last year's bill and was repeated by the House.

DRUG TESTING IN THE TRANSIT INDUSTRY

The Committee has added legislative language permitting UMTA to reissue its drug testing rule for the transit industry, and authorizing UMTA to issue a rule with respect to alcohol testing. The

Committee understands that the Department is undertaking a rulemaking with respect to alcohol testing in all modes of transportation, including the transit industry. An advanced notice of proposed rulemaking on alcohol testing in the transportation industry was issued on November 2, 1989. We encourage UMTA to proceed within the Department's overall approach with respect to alcohol testing.

The Committee is concerned about the application of the UMTA antidrug rule to small transit operators, and the burden the rule places on them. The Committee accordingly directs the Secretary to provide flexibility to small operators in implementing the rule when the Secretary can do so without clearly affecting the safety of the public. Specifically, the Committee directs the Secretary to provide small operators with the option of acceptance review of maintenance work performed by workers other than those of the recipient. Under this option, those performing the maintenance work would not be covered by the UMTA antidrug rule.

The Committee is also concerned that existing programs to curb drug and alcohol abuse, which have been developed through collective bargaining between State and local agencies and their employees, and which have survived legal challenge, not be disrupted by their lack of strict consistency to UMTA regulations. It is not the Committee's intention to disrupt aggressive drug testing programs which have survived the collective bargaining and legal process.

Research, Training, and Human Resources

Appropriations, 1990	$9,970,000
Budget estimate, 1991	10,000,000
House allowance	8,000,000
Committee recommendation	8,000,000

The Research and training activity, authorized by the Urban Mass Transportation Act of 1964, as amended, provides for grants and contracts for the purpose of developing, testing, and demonstrating new facilities, equipment, techniques, and methods (operational and managerial). Also funded are grants to public bodies to provide for advanced training of personnel in the mass transportation field, grants to public and private, nonprofit institutions to assist in establishing or continuing programs which combine professional training and research in the field of mass transportation, and projects that address human resource needs as they apply to public transportation activities.

The bill includes $8,000,000 for these research and training activities, which is the same as the House amount and $2,000,000 below the budget request.

Funding under this appropriation account heading is authorized under the following sections of the Urban Mass Transportation Act of 1964, as amended: research and technical assistance, section 6; management training, section 10; university research, section 11; and human resources, section 20.

The following table summarizes the Committee recommendations, budget request, House allowance, and last year's level:

Program	Fiscal year 1990 appropriation	Fiscal year 1991 budget estimate	House allowance	Committee recommendation
Research and technical assistance	$7,777,000	$7,800,000	$6,200,000	$6,200,000
Management training	399,000	600,000	500,000	500,000
University research	598,000	600,000	500,000	500,000
Human resources	1,196,000	1,000,000	800,000	800,000
Total	9,970,000	10,000,000	8,000,000	8,000,000

The Committee concurs with the House's earmarking for certain projects under the section 6 research and technical assistance activity. This includes $1,000,000 to continue the phosphoric acid fuel cell bus technology development program. In addition, the Committee directs that $100,000 be available to expand a Medicaid ride brokerage service into a statewide ride sharing program which will focus on improving the transportation options for low income and elderly residents in rural areas of Vermont.

Formula Grants

Appropriations, 1990	$1,625,110,000
Budget estimate, 1991	1,076,800,000
House allowance	1,695,000,000
Committee recommendation	1,605,000,000

The Formula Grant Program is authorized by sections 9 and 18 of the Urban Mass Transportation Act of 1964, as amended by the Surface Transportation Assistance Act of 1982 and the Federal Mass Transportation Act of 1987. It provides grants on the basis of a formula to State and local agencies for mass transportation operating and capital expenses.

The Committee recommends $1,605,000,000 for continuation of the Formula Grant Program including $5,000,000 for the section 18(h) Rural Transit Assistance Program [RTAP]. This is $90,000,000 below the House allowance including the House's allowance of $5,000,000 to carry out the provisions of section 18(h). The Committee recommendation is below that provided in fiscal year 1990.

SECTION 18—NONURBANIZED AREAS

The Committee has provided a total of $67,300,500 in fiscal year 1991 for nonurbanized, section 18, areas. This is accomplished by including bill language which sets aside $15,000,000 for the section 18 program before the apportionment of the balances of $1,585,000,000 in section 9 and $200,000,000 in section 9(B) funds.

TOTAL FORMULA DISTRIBUTION

The balance of $1,785,000,000 in section 9 and section 9(B) funding recommended by the Committee would be distributed using the formula distributions in current law, and would, therefore, be distributed as follows:

—Urbanized areas with a population of 200,000 or more: These areas would receive $1,578,475,500 or 88.43 percent of the total, and of this amount, two-thirds is apportioned using a bus-tier formula and one-third is apportioned using a rail-tier formula.

—Urbanized areas with populations of less than 200,000: These areas would receive $154,224,000 or 8.64 percent of the total.
—Nonurbanized areas: These areas would receive $52,300,500 or 2.93 percent of the total.

OPERATING ASSISTANCE

The Committee has included bill language limiting operating subsidies to the level available during fiscal year 1990, $802,278,000. Existing law governing this activity is the Surface Transportation Assistance Act of 1982 as amended by the Federal Mass Transportation Act of 1987. This is $504,478,000 above the administration's request which would have eliminated operating assistance to all urbanized areas with populations in excess of 1 million persons.

DISCRETIONARY GRANTS

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Appropriations, 1990	($1,135,580,000)
Budget estimate, 1991	(1,140,000,000)
House allowance	(1,200,000,000)
Committee recommendation	(1,400,000,000)

The Surface Transportation Assistance Act of 1982 amended section 3 of the Urban Mass Transportation Act of 1964 (49 U.S.C. 1601 et seq.). It provided, that beginning in fiscal year 1984, funds for the section 3 discretionary program were derived exclusively from user fee revenue contained in the "Mass transit" account of the Highway Trust Fund. Additional amendments including reauthorization were included in the Federal Mass Transportation Act of 1987.

Section 3 of the Urban Mass Transportation Act of 1964, as amended (49 U.S.C. 1601 et seq.), authorizes the Urban Mass Transportation Administration to make discretionary grants or loans to States and local public bodies and agencies thereof to be used in financing mass transportation investments. Such investments may include construction of new fixed guideway systems; extensions to existing guideway systems; major bus fleet expansions; capital grants for emergency repairs to transit facilities resulting from natural disasters; deployment of new technology; innovative transit demonstration projects; and technical planning assistance.

The Committee recommends an obligation limitation of $1,400,000,000. This is $200,000 above that recommended by the House and is the full amount authorized under Public Law 100–17.

The following table summarizes the Committee recommendations:

	1990 enacted	Budget estimate	House allowance	Committee recommendations
Bus and bus facilities	$132,102,000	$193,000,000	$135,000,000	$236,500,000
Existing rail modernization and extensions	430,704,000	394,000,000	440,000,000	440,000,000
New systems and new extensions	419,239,000	398,000,000	440,000,000	438,500,000

	1990 enacted	Budget estimate	House allowance	Committee recommendations
Planning	44,865,000	45,000,000	45,000,000	45,000,000
Elderly and handicapped	34,895,000	35,000,000	35,000,000	35,000,000
University transportation centers	4,985,000	5,000,000	5,000,000	5,000,000
Section 9B formula grants	69,790,000	70,000,000	100,000,000	200,000,000
Total	1,136,580,000	1,140,000,000	1,200,000,000	1,400,000,000

BUS AND BUS FACILITIES

The bill includes $236,500,000 under this heading for the purchase of buses, bus related equipment and paratransit vehicles and for the construction of bus-related facilities. These funds will assist in the replacement of many over-age buses in cities of all sizes, permit the expansion of bus service to accommodate community transit needs, help finance appropriate bus maintenance facility modernization or construction, assist in bus rehabilitation, and assist in the purchase of support equipment. In fiscal year 1991 a new use of these funds will be to defray costs to grantees associated with implementing requirements associated with the Americans With Disabilities Act and the Clean Air Act.

Reductions in section 9 funding in recent years have made it more difficult for some transit systems to maintain a fleet with a reasonable average age of buses through timely replacement. Although the Surface Transportation Act of 1987 allows the use of section 3 bus and bus facility funds for replacement, current UMTA practice is to limit these funds for expansion of systems. The Committee directs that UMTA follow the authorizing legislation that allows for the replacement and rehabilitation of buses.

The Committee directs that within the funds provided $4,000,000 be available for Maryland Mass Transit Administration's bus replacement program; $26,000,000 be available for the Paterson, NJ, bus maintenance facility; and, $10,000,000 for Boston, MA, South Station project. In addition, the Committee directs that $5,295,000 be available to the Des Moines Metropolitan Transit Authority for new buses and the cost of retrofitting old buses with pollution control equipment which uses alcohol fuel and associated equipment and supplies to run and test the buses; and $8,000,000 be available for the final increment for the Cold Spring bus facility of the Niagara Frontier Transportation Authority [NFTA]. Also, the Committee concurs with House report language regarding NFTA bus fleet expansion.

EXISTING RAIL MODERNIZATION AND EXTENSIONS

The Committee recommends a total of $440,000,000 for the modernization and extension of existing rail transit systems.

Funding for this program primarily benefits the existing rail transit systems of New York, Chicago, Philadelphia, northeast New Jersey, Boston, San Francisco, Pittsburgh, and Cleveland. Other cities with rail systems can and have participated in the program.

The Committee concurs with the House earmark of $9,750,000 in rail modernization funds so that the State of Maryland can expand

its commuter rail services through the purchase of two additional locomotives, the construction of a new station on the Camden line, and an accessibility ramp for disabled passengers; in addition the Committee directs that sufficient rail modernization funds of not less than $35,000,000 be allocated to the San Francisco area for the MUNI Metro Embarcadero turnback project.

NEW SYSTEMS

The administration's budget request was to fund only those four cities (St. Louis, Denver, Miami, Los Angeles) that have signed full funding agreements. The Committee suggests the allocations below, as compared to House earmarks, for preliminary engineering, right-of-way acquisition, new systems construction, and extensions.

The following table summarizes the Committee recommendations compared to the House allowance:

City and project	House allowance	Committee recommendation
Los Angeles (rail construction)	$150,000,000	$150,000,000
Atlanta (rail construction)	35,000,000	30,000,000
St. Louis (light rail construction)	66,000,000	55,000,000
San Francisco (rail construction)	45,000,000	40,000,000
Honolulu	10,000,000	11,500,000
Houston (P.E./construction)	30,000,000	38,000,000
Dallas	20,000,000	20,000,000
Denver (HOV)	17,600,000	17,600,000
Baltimore (light rail construction)	4,000,000	8,000,000
Jacksonville (auto. guideway)	22,000,000	10,000,000
Cleveland	5,000,000	5,000,000
Hudson waterfront (construction)		25,000,000
Chicago (AA)	15,000,000	17,000,000
Miami (rail construction)	15,000,000	
Salt Lake City (light rail)	5,000,000	5,000,000
San Diego	400,000	400,000
Pittsburgh		2,000,000
Chattanooga		2,000,000
Portland		2,000,000
Total	440,000,000	438,500,000

PROJECT DESCRIPTIONS

Buffalo.—The Committee directs UMTA to evaluate the need for additional light rail vehicles for the existing system, and to report its findings to the Committee, along with a plan for financing additional vehicles, no later than March 1, 1991.

Los Angeles.—The Committee recommends $150,000,000 for the Metro Rail minimum operable segment 2 [MOS–2]. This is in addition to the $329,700,000 provided for this segment in previous appropriations acts. This segment consists of 7 miles of heavy rail with eight stations, all in subway from MacArthur Park to Hollywood. MOS–2 extends a 4-mile, five-station segment known as MOS–1, which is now under construction in downtown Los Angeles and is scheduled to open in late 1993. From the western terminus of MOS–1, MOS–2 proceeds west along Wilshire Boulevard to Western Avenue, and northwest to Hollywood. Total costs are estimated

to be $1,446,000,000 with the Federal share at $667,000,000. A full-funding agreement covering this project is in effect.

Atlanta.—The Committee is recommending $30,000,000 for an extension of Metropolitan Atlanta Regional Transit Authority's north line. This is in addition to the $52,000,000 provided for this segment in previous appropriations acts and remains unobligated. This extension consists of 3.1 miles of heavy rail with three stations, from the Medical Center to North Springs. A portion of the north line extension, from the Lennox Station to the Medical Center is being planned without Federal involvement. Total costs are estimated to be $528,000,000 with the Federal share at $396,000,000.

St. Louis.—The Committee is recommending $55,000,000 for Metrolink, an 18-mile double track light rail line with 20 stations, running from East St. Louis through the St. Louis central business district to the airport. This is in addition to the $219,000,000 provided for this system in previous appropriations acts. Total costs are estimated to be $384,000,000 with the Federal share at $288,000,000. A full-funding agreement for this project was signed in October 1988. Alignment changes, however, are being considered in East St. Louis and near the Lambert International Airport. Of the amount provided, $4,000,000 is for preliminary engineering studies for extension of the system into the St. Clair County, IL, corridor near Belleville, IL.

San Francisco.—The Committee recommends a total of $40,000,000 for the metropolitan bay area's rail projects. These projects include a new Bay Area Rapid Transit [BART] station and parking structure approximately 0.3 miles from the Daly City station; a 6-mile extension of BART from Colma to the San Francisco International Airport; and, a transit extension, known as the Tasman corridor, of the Guadalupe light rail system. This is in addition to the $28,500,000 provided for bay area new start projects in previous appropriations acts. Total project costs for the Colma extension are estimated at $101,000,000 and for the Tasman corridor $350,000,000. Through a variety of financing agreements with local jurisdictions in the bay area, the Federal share of the Colma extension is estimated at 70 percent and for the Tasman corridor 50 percent.

Honolulu.—The Committee is recommending $11,500,000 for engineering and design work associated with the proposed fixed guideway transit system for Honolulu's central corridor stretching from Eva on the west, through downtown, to Waikiki and the University of Hawaii on the east. The corridor is approximately 15 miles in length. The total costs are estimated to be $1,300,000,000 with the Federal share at approximately 40 percent. This is the first year of funding for this project.

Houston.—The Committee is recommending a total of $38,000,000 for the proposed 23.4-mile fixed guideway connector linking existing and proposed busways that serve the central business district, Greenway Plaza, and the Post Oak Activity Center. Concurrent with preparation of the environmental impact statement, an RFD has been issued for private sector participation in the development of the system. Significant interest has been expressed by vendors of such systems, including automated light rail and monorail, will bid on the system with the lowest responsive bidder winning. Follow-

ing completion of the RFD process, a locally preferred alternative and a system supplier will be selected. The fiscal year 1991 recommendation is in addition to the $115,000,000 provided in previous appropriations acts. Total costs of the Houston connector are estimated at $1,090,000,000 with the Federal share at approximately 50 percent.

Dallas.—The Committee has provided $20,000,000 for construction and right-of-way acquisition associated with the South Oak Cliff segment of a proposed light rail transit system in Dallas. The starter system is a 20-mile, $600,000,000 system which would be locally funded except for about 8 miles from downtown to south Oak Cliff. The south Oak Cliff segment is expected to cost $250,000,000 with 50 percent of the funding derived from the Federal Government. This is the first year of funding for this project.

The Committee expects UMTA to take into account the advantages of cost-savings through advance right-of-way acquisitions and project design, coordination with public and private sector developments and calculations of cost-effectiveness which take into account the overmatch that will be provided.

Denver.—The Committee is recommending a total of $17,600,000 for the two-lane reversible high occupancy vehicle [HOV] facility in the median of Interstate 25 from Twentieth Street to U.S. Route 36. This is in addition to the $52,400,000 provided in previous appropriations acts. This is the final installment of the 35 percent Federal share of this project which had a total cost of $200,000,000.

Baltimore.—The Committee has provided $8,000,000 for the central corridor light rail transit project extensions, which is in addition to the $12,000,000 provided for this project in previous appropriations acts. The Mass Transportation Administration of Maryland is proposing to construct, using State and local funds, a 22.5-mile light rail transit line along existing railroad right-of-way from Glen Burnie through Baltimore to Timonium. The Federal projects consist of a 4-mile extension of the light rail system from Timonium to Hunt Valley and possible spurs from the main line to Baltimore Washington International Airport, and from the main line to Penn Station. Preliminary estimates put the total costs of the extensions at $82,000,000 with the Federal share at $60,000,000.

Jacksonville.—The Committee has provided $10,000,000 for a 1.8-mile extension to the 0.7-mile Automated Skyway Express starter line which opened June 5, 1989. This is in addition to the $26,000,000 provided for this project in previous appropriations acts. It is the Committee's understanding that UMTA and the Jacksonville Transportation Authority are in negotiations regarding this extension, but it is estimated that total costs could be as high as $133,000,000; and, that the local authorities are asking that the Federal Government bear 75 percent of the total costs.

The Committee concurs with the House report language regarding the necessity of UMTA receiving sufficient detailed data that would allow them to perform the necessary financial and operating analyses required before major capital investment project planning. The Committee expects these negotiations to be completed only if data required for UMTA's analysis is provided in a complete and timely manner.

Cleveland.—The Committee recommends $5,000,000 of additional funding for engineering and design work associated with the 5.6-mile dual hub corridor project, which connects the commercial business district with University Circle. It is the Committee's understanding that the $2,000,000 provided last year for this type of work remains unobligated and that local authorities are in negotiations with UMTA officials regarding their alternatives analysis.

Hudson waterfront.—The Committee has provided $25,000,000 for the short-range work program associated with the Hudson River waterfront development project. Total project costs are expected to be $62,000,000 with $37,000,000 being contributed by local sources. The short-range program is a waterfront transitway consisting of bus transitways devoted exclusively to transit vehicle use, and four intermodal transfer facilities. This is the first year of funding for this project.

Chicago.—The Committee has included $17,000,000 for the central area circulator, a 5.2-mile light rail loop, which is to serve the new growth areas of the central business district that are not served by existing commuter and heavy rail stations. This is in addition to the $1,000,000 provided for this project in previous appropriations acts. These additional funds would be used for preliminary engineering and design work.

Miami.—The Committee has not provided any additional funding for the two extensions to its automated guideway system, the Metromover, which circulates downtown Miami. The north extension, 1.4 miles in length, connects the downtown to the Omni area. The 1.1-mile south extension connects the Brickell area with downtown. These two extensions are covered by a full-funding contract signed in 1989. Total costs of the two extensions are estimated to be $248,000,000 with the Federal share at $186,000,000. Through fiscal year 1990, $163,000,000 has been provided for this project in previous appropriations acts.

Salt Lake City.—The Committee has provided an additional $5,000,000 for advanced right-of-way acquisition engineering and design work associated with an at grade light rail project along either the Union Pacific Railroad tracks or State and Main Streets. This is in addition to the $11,000,000 provided in previous appropriations acts for right-of-way acquisition and preliminary engineering work. The light rail project is preliminarily estimated to cost between $150,000,000 and $200,000,000, with the Federal share at 50 percent of the total costs.

San Diego.—The Committee has provided $400,000 for preliminary engineering work associated with the San Diego Mid-Coast Corridor. This corridor extends 16 miles along the Pacific Ocean from Interstate 8 near Old Town to the vicinity of Del Mar. The Metropolitan Transit Development Board plans to study several alignments and termini within this corridor for a possible extension of their light rail transit system. This is the first year of funding for this particular corridor.

Pittsburgh.—The Committee has provided $2,000,000 for preliminary engineering and design work associated with the airport busway project, which is a limited access buslane between downtown Pittsburgh and the Pittsburgh Greater International Airport. This is the first year of funding for this project.

Chattanooga.—The Committee has provided $2,000,000 to commence site preparation; engineering and design work; and construction upon completion of the necessary alternatives analysis and draft environmental impact statements associated with the planned 3-mile trolley system in downtown Chattanooga. According to the city's initial estimates, the local share for the trolley and necessary garages will be 50 percent. This is the first year of funding for this project.

Portland.—The Committee has provided $2,000,000 for the necessary final engineering, right-of-way acquisition, and construction for the Westside light rail project. The Committee expects that the negotiations called for in the general provision section 328 of the bill regarding a full funding contract for the Westside light rail extension be completed by September 30, 1991.

Prior to concluding these negotiations, the Committee expects that UMTA will have received a detailed financing plan for addressing both capital and operating requirements. In accordance with previous major capital investment project planning procedures, Portland Tri-Met authorities shall provide sufficient data for UMTA to perform incremental ridership cost analysis; cost-benefit analysis; a financial analysis of total cost requirements; and the degree and source of local financial commitment. As expressed in last year's Committee report, the Federal obligation for both the Hillsboro project and the Westside light rail project shall be set forth at the level authorized by 49 U.S.C. 1603(a).

Seattle.—The Committee notes with satisfaction the on-time completion of the downtown Seattle Transit Tunnel and the passage of new local option finance authority for high capacity transit. The Committee directs the Urban Mass Transportation Administration to publish a scoping notice for a draft environmental impact statement covering potential rapid transit alternatives in the Northgate-Bellevue-SeaTac area.

PLANNING AND TECHNICAL STUDIES

The Committee recommends that $45,000,000 be appropriated for planning and technical studies. The major activities funded under this heading include short range transportation system management and transportation improvement programs, alternatives analysis studies, and energy conservation and contingency planning. The amount provided is the same as that provided by the House.

ELDERLY AND HANDICAPPED

The Committee recommends a total of $35,000,000 for the elderly and handicapped program, section 16(b)(2). This is the same level provided by the House and requested by the administration.

UNIVERSITY TRANSPORTATION CENTERS

The Surface Transportation and Uniform Relocation Assistance Act of 1987, Public Law 100–17, established the University Transportation Centers Program funded from the transit trust fund. Under section 314 of the act, the Secretary is to make grants to one or more nonprofit institutions of higher learning to establish and

operate one regional transportation center in each of the 10 Federal regions. The Committee has provided $5,000,000 for this program, which is $5,000 higher than that provided in fiscal year 1990, and the same amount provided by the House.

SECTION 9(B) FORMULA GRANTS

The Committee has included $200,000,000 for the section 9(B) Capital Grants Formula Program. The Committee has provided, through the obligation limitation, a total of $1,400,000,000 for sections 3, 4(i), 8, 16(b), and 9(B) from the "Mass transit" account of the highway trust fund. Of this amount $400,000,000 is for the sections 3 and 9(B) program, of which one-half by authorizing statute is for the formula 9(B) capital grants program.

MASS TRANSIT CAPITAL FUND

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Appropriations, 1990	($897,300,000)
Budget estimate, 1991	(815,000,000)
House allowance	(815,000,000)
Committee recommendation	(900,000,000)

The bill includes $900,000,000 to liquidate obligations incurred under contract authority provided in sections 12(h) and 21 (a)(2) and (b) of the Urban Mass Transportation Act of 1964, as amended by the Surface Transportation Assistance Act of 1982 and the Federal Mass Transportation Act of 1987 (48 U.S.C. 1601 et seq.).

INTERSTATE TRANSFER GRANTS—TRANSIT

Appropriations, 1990	$159,520,000
Budget estimate, 1991	
House allowance	160,000,000
Committee recommendation	180,000,000

Grants under this activity are authorized by the Federal-Aid Highway Act of 1973 and amended by subsequent amendments to the Federal-Aid Highway Act and the Surface Transportation Assistance Acts of 1978 and 1982. Under current law, 50 percent of the interstate transfer transit funds are to be distributed on a formula basis. No funds were requested for this program in the 1991 budget. Under the administration's proposal, this program would be funded from the Highway Trust Fund.

ESTIMATED ADDITIONAL FUNDS REQUIRED TO COMPLETE SUBSTITUTE TRANSIT PROJECTS

State	Withdrawal area	Funds
California	Sacramento	$250,807
	San Francisco	1,981,764
Connecticut	Bolton to Killingly	252,720
	Hartford-New Britain	3,870,275
District of Columbia	Washington	375,271
Illinois	Chicago	30,516,567
Iowa	Waterloo	342,053

ESTIMATED ADDITIONAL FUNDS REQUIRED TO COMPLETE SUBSTITUTE TRANSIT PROJECTS—Continued

State	Withdrawal area	Funds
Maryland	Baltimore	137,316,551
Massachusetts	Boston	13,982,165
New Jersey	New York City	2,286,914
New York	Albany	119,416
	New York City	230,628,288
Ohio	Cleveland	14,678,314
Oregon	Portland	19,671,669
Rhode Island	Rhode Island	11,947,967
Tennessee	Memphis	12,488,334
Total		480,715,075

The bill includes $180,000,000 for transit projects which have been substituted for interstate highway segments. This is $20,000,000 above the House allowance. The formula amounts are based on the latest apportionment factors provided by the administration which reflect the estimated cost to complete each area's substitute projects.

The Committee directs the following discretionary allocations.

Area	Formula	Discretionary	Total
Boston, MA	$2,604,667		$2,604,667
Chicago, IL	5,684,778	$24,831,789	30,516,567
Cleveland, OH	2,734,349		2,734,349
New Jersey	426,018	1,860,896	2,286,914
Sacramento, CA	46,722		46,722
Hartford-New Haven, CT	722,092		722,092
Rhode Island	2,225,727		2,225,727
Killingly, CT	47,078		47,078
New York City, NY	42,962,587	13,203,381	56,165,968
Albany, NY	22,245		22,245
Baltimore, MD	25,580,011	39,419,989	65,000,000
Washington, DC	69,907		69,907
Memphis, TN	2,326,389	10,161,945	12,488,334
Waterloo, IA	63,719		63,719
San Francisco, CA	369,173		369,173
Portland, OR	3,664,537		3,664,537
Construction management	450,000	450,000	900,000
Total	90,000,000	90,000,000	180,000,000

WESTSIDE CONNECTION

The failure to fully double-track the Westside line between Spuyten Duyvil and the tunnel into Amtrak's Penn Station may adversely impact commuter rail service to both Grand Central Station and Penn Station. Increased ridership expected from the direct connection to Amtrak's New York Empire Service to the Northeast corridor at Penn Station is expected to result in a need for additional Amtrak service on the Westside line. In this event, the present lack of 7 miles of double-tracking on the line is expected to result in delays to Amtrack trains to and from Penn Station. This, in turn, will cause congestion north of Spuyten Duyvil, which could

cause delays to metro north commuter trains attempting to move to or from Grand Central Station along the Hudson Line. It also will cause congestion at Penn Station, which could impact New Jersey Transit trains moving to and from Penn Station and conceivably Long Island Railroad trains as well. Double-tracking the 7 miles of the Westside line will eliminate these concerns and enable the most efficient, time-sensitive operations for both Amtrak and the commuter railroads.

Therefore, the Committee has directed that $11,000,000 of the discretionary funds available to New York State under the Interstate Transfer-Transit Program shall be transferred to the Federal Railroad Administration, which shall make such funds available to Amtrak for the Westside connection project. Such project involves construction of 7 miles of track between Penn Station and Spuyten Duyvil, NY. Since the funds will be transferred to the Federal Railroad Administration, the requirements of that agency, not UMTA, will apply to the funds.

Washington Metro

Appropriations, 1990	$84,745,000
Budget estimate, 1991	38,000,000
House allowance	108,000,000
Committee recommendation	64,100,000

Public Law 96–184 (Stark-Harris legislation) enacted January 3, 1980, authorizes a total of $1,700,000,000 for construction on the Washington Metrorail System. Through fiscal year 1990, $1,591,604,000 has been appropriated under the Stark-Harris authorization, leaving an unfunded balance of $108,396,000.

The Committee recommends $64,100,000 be appropriated for the Washington, DC, Metrorail System from this account. This amount is $26,100,000 more than the budget request and $43,900,000 below the amount recommended by the House.

In addition to these construction funds the Washington Metro System receives an additional $51,633,569 for the Federal share of interest payments on outstanding bonds. These funds are contained in a separate appropriation.

The Committee has provided funding of $28,000,000 for project management, $17,700,000 for startup costs, $7,600,000 for miscellaneous construction costs, and $10,800,000 for outstanding contractors' claims.

The House allowance includes funding of $43,900,000 for the Washington Metro System beyond the 89.5 miles covered under the existing Stark-Harris authorization. The House mark assumes enactment of the Stark-Harris reauthorization which would cover an additional 13.5 miles bringing the total authorized system to 103 miles.

General Provision

The Committee directs the UMTA Administrator to release grants totaling $22,765,933 to the city of Phoenix, AZ. These funds have been withheld by the agency since March 1989 because the agency has taken the position that the tentative 13(c) agreement

achieved by the city of Phoenix and the Amalgamated Transportation Union [ATU] does not conform to the agency's privatization policies. The negotiation of 13(c) agreements are administered by the Department of Labor and must be approved by DOL before UMTA may release funds.

In March 1990, UMTA determined that it would not approve the release of funds to the city of Phoenix if the successor employer clause was included in the agreement the city and the ATU had negotiated. UMTA made a similar ruling in May after the city and the ATU agreed to a preference in hiring clause. While UMTA maintains that the presence of such clauses removes the cost of labor from future competitive procurements, the Committee objects to UMTA's position and expects the grants to be awarded to the city of Phoenix within 30 days of enactment of the fiscal year 1991 transportation appropriations bill.

ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION

The St. Lawrence Seaway Development Corporation is a wholly owned Government corporation established by the act of May 13, 1954, responsible for the operation, maintenance, and development of the United States portion of the seaway between Montreal and Lake Erie.

Since April 1, 1987, toll revenues have been deposited in the Harbor Maintenance Trust Fund and operation and maintenance of the portion of the seaway for which the Corporation is responsible have been financed by an appropriation from the fund. On the basis of traffic projections agreed to by the United States and Canadian seaway agencies, it is estimated that revenues from tolls in fiscal year 1991 will be $10,500,000.

Operations and Maintenance

(Harbor Maintenance Trust Fund)

Appropriations, 1990	$11,375,000
Budget estimate, 1991	10,749,000
House allowance	10,500,000
Committee recommendation	10,250,000

The Corporation's operations program provides for operation of all facilities, for maintenance—including major items which are deferred to the nonnavigation season, for planning and development activities, and for undertaking various capital improvements to upgrade and modernize its facilities.

Prior to 1987 the Corporation's activities were funded by tolls on vessels transiting the seaway locks maintained by the Corporation and its Canadian counterpart. As of April 1, 1987, the Corporation's toll revenues are deposited in the Harbor Maintenance Trust Fund established by Public Law 99-662. In lieu of the toll revenues, appropriations are made from the fund as the primary source of financing for the operations and maintenance activities of the Corporation. In addition, the Congress authorizes the Corporation to make expenditures from available funds and borrowing authority, and to enter into contracts without regard to fiscal year limitations as are necessary to carry out the programs set forth in its budget.

For fiscal year 1991 the Committee recommends an appropriation of $10,250,000. This is $499,000 less than the budget request and $250,000 less than the House allowance.

The Committee concurs in the action of the House deducting $163,000 from the budget request for rental payments to GSA. The necessary funding for rental payments is provided under a separate account. The Committee also concurs in the House reduction of $86,000 for unanticipated contract slippages. The Committee has provided $425,000 instead of the $500,000 requested for the grouting of cracks at the bypass culvert at Snell lock. The Committee has also reduced by one-half the amount requested for the construction of the repair shop for Seaway vehicles and heavy equipment. Since the necessary construction will be done by Seaway personnel rather than under contract, the Committee believes this project can be financed over a 2-year period. The Committee has included the necessary bill language to extend until 1992 the availability of the $174,000 provided for this project.

The Committee notes that a review of the Seaway's incident record reveals an unusually large number of accidents involving the vessel *Ziemia Gniezneienska.* There were no fewer than four incidents between November 1988 and December 1989 involving this vessel, two of which resulted in extensive damage to the infrastructure of the Seaway. The Committee requests that the Corporation submit a report discussing the details of the specific incidents involving the *Ziemia Gniezneienska* and offering any explanation the Corporation may have as to why there have been so many incidents involving this vessel. The report should also discuss whether there are policies and procedures in place through which the Corporation is reimbursed for accident-related damages to its facilities. It should also detail the costs encountered by the Corporation in repairing facilities damaged by the *Ziemia Gniezneienska.*

RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

RESEARCH AND SPECIAL PROGRAMS

Appropriations, 1990	$17,158,000
Budget estimate, 1991	16,723,000
House allowance	16,300,000
Committee recommendation	15,916,000

The Research and Special Programs Administration [RSPA] was established by the Secretary of Transportation's organizational changes dated July 20, 1977, and serves as a research, analytical, and technical development arm of the Department for multimodal research and development, as well as special programs. RSPA's Office of Hazardous Materials Transportation is responsible for developing and promulgating regulations for the safe transportation of hazardous materials for all modes of transportation. While each of the modal agencies are responsible for the enforcement of these regulations in there own mode, RSPA is responsible for the enforcement of hazardous materials regulations at the Nation's intermodal transfer points.

RSPA's major responsibilities of the administration are carried out under the following activities:

Operations.—This activity provides for central supervisory and management functions, including a management information system necessary for overall planning and direction of the administration. This activity also provides for management and execution of transportation programs involving aviation data management, national emergency plans/ preparedness, technology and planning assistance, and management of the Transportation Safety Institute and the Transportation Systems Center. It also provides for hazardous materials regulatory and enforcement programs.

The Committee concurs in the action of the House mandating that RSPA's Office of Hazardous Materials Transportation [OHMT] establish a minimum of three regional enforcement and technical assistance offices around the country during the first quarter of fiscal year 1991. The Committee expects the Administrator to implement a permanent change-of-duty status for at least nine inspectors and locate them at these regional offices before June 1, 1991.

This initiative will serve to increase the number of industry contacts and hazardous materials transportation enforcement cases. It will also provide training and technical assistance to State and local governmental officials concerned with hazardous materials transportation safety. Toward these ends, the Committee expects that inspectors assigned to the regional offices will serve as outreach experts to the broader enforcement community, will facilitate information exchange from OHMT's Division of Federal, State, and Private Sector Initiatives; and assist State and local officials as a source of technical information. To promote training and consistent enforcement practices, the Committee encourages RSPA to conduct joint inspections with State and local enforcement officers whenever appropriate.

The Committee has concurred in the recommendation of the House and provided $750,000 above the budget request. The Committee further directs that one of the offices be located in New Jersey, close to the port authority area. In doing so, the Committee notes the large volume of hazardous material shipments into and out of this area and neighboring jurisdictions, the substantial incidence of unintentional hazmat releases in this and neighboring regions, and the substantial degree of noncompliance that has been identified in this area. The amount provided by the Committee above the budget request will be adequate to establish the eastern regional office in New Jersey along with regional offices in the West and Midwest.

The Committee, again, wishes to extend its compliments to the efforts of OHMT. The number of inspections conducted by OHMT has increased each year since 1986 as have the amount of civil penalties. The Committee recognizes the need for a vigorous hazardous materials inspection effort and has provided sufficient funding for two additional inspectors as called for in the budget request. Because its staff will never be large enough to visit all of the companies under its jurisdiction, OHMT must continue to impose meaningful assessments to promote compliance with the relevant hazardous materials regulations. The amount of the civil penalties resulting from OHMT's enforcement cases should continue to send a strong message to those companies that have not received an OHMT inspection. With the increase of the inspector force and the

establishment of regional offices, the Committee expects to see continued strengthening of the OHMT enforcement program.

The Committee wishes to call attention to RSPA's role as the lead agency charged with coordinating the Department's hazardous materials transportation enforcement program. The Committee is concerned that RSPA's limited authority and size has hindered the agency in exerting meaningful influence over other DOT modal agencies. Therefore, the Committee expects the Secretary to support fully RSPA's efforts and policies designed to strengthen interagency hazardous materials safety and penalty efforts and information exchange among the relevant DOT agencies. Furthermore, the Secretary should reexamine the current delegations of authority between these agencies to ensure that all high risk hazardous materials transportation activities, regardless of mode, are being inspected on a timely and regular basis. The Committee intends to explore fully this subject during its hearings on the Department's fiscal year 1992 budget request. The Committee expects the Secretary and the RSPA Administrator to provide a detailed accounting of the Department's efforts to accomplish this objective at that time.

The Committee continues to be supportive of RSPA's assistance to COHMED and State and local governments concerned with hazardous materials transportation safety. The Committee has reviewed the recently published goals and objectives of COHMED and appreciates the substantial work and cooperation that OHMT provided in helping COHMED formulate these statements. The Committee expects OHMT to work with COHMED to ensure that progress is made toward achieving these important safety-oriented goals and objectives.

The Committee encourages OHMT inspectors to work cooperatively with hazardous materials specialists in FHWA for the benefit of State and local inspectors participating in MCSAP. OHMT's technical expertise in packaging, containerization, cargo tank regulations, exemptions, and other intermodal areas could serve to benefit FHWA and MCSAP inspectors. When appropriate, OHMT regional inspectors should provide technical expertise and guidance to other Federal, State, and local hazardous materials enforcement and governmental officials.

The Committee disapproves the request for $77,000 to fund OHMT's intergovernmental exchange program. Although this program provides some limited benefits to roughly six State personnel each year, its long-term benefits are questionable. The Committee fully supports the other more useful forms of technical and training assistance provided by the Division of Federal, State, and Private Sector Initiatives.

The Committee has disallowed further funding to continue a national exhibit program of interchangeable panels of information or awareness displays related to hazardous material transportation at meetings, conferences or trade shows. Although the Committee recognizes the limited value of such displays, there are other effective, but less costly ways of providing information to such public meetings. Thus, the Committee's allowance includes a reduction of $35,000 out of $40,000 requested for information dissemination activities, with up to the remaining $5,000 to be used for activities

related to the dissemination of information about the use of the hazardous materials information exchange.

Committee fiscal year 1991 recommendation for the Office of Hazardous Materials Transportation [OHMT]

	Thousands
Fiscal year 1991 budget request	$8,593
Establish regional offices	+750
Intergovernmental exchange program	−77
CVSA awareness displays	−35
Transfer OET position to Division of Federal, State, and Private Sector Initiatives	+63
Fiscal year 1991 Committee recommendation	9,294

The Committee's recommendation includes a reduction of $127,000 from the amount requested for the Office of Emergency Transportation [OET]. The Committee directs that one professional position be eliminated and one professional position be transferred permanently to OHMT's Division of Federal, State, and Private Sector Initiatives to enhance efforts in this area. The Committee finds that the new international environment has greatly minimized the need for OET's work in emergency planning for the continuity of government and transportation services in the event of a nuclear conflict. As part of the Committee's hearing record for fiscal year 1991, RSPA observed that although there is a perception that the threat of a nuclear conflict has declined, in reality, there has been no actual diminution of the world's nuclear capability. The Committee finds, however, that the threat of such a nuclear conflict has declined significantly—a view shared by many senior advisers in the administration. The Committee recommendation also disallows $20,000 requested for OET's research and development activities intended to finance RSPA's involvement in the strategic mobility user network modeling system.

As part of the 1992 budget submittal, the Committee directs RSPA to include a plan for the future of the Transportation Systems Center. This document shall assess whether TSC should seek to become a more comprehensive and effective National Transportation R&D Center. The plan should specify how TSC will change its mission, functions, and status in relation to national needs in transportation and logistics. Consideration should be given to how TSC will handle any changes in size and personnel needs and whether TSC should seek to be of increased use to FHWA in its research and development programs and to State and local governments. If the plan calls for an expansion of TSC's size or role, than the plan should stipulate objectives for such an expansion and specific milestones for achieving these objectives.

The Committee concurs in the action of the House reducing the request for the Office of Research and Technology by $110,000 to be achieved through management savings in the publication and dissemination of reports. The Committee's allowance does not include funding for a new position in the Office of Aviation Information Management. Work requirements associated with this position can continue to be achieved through contract arrangements as in previous years. The Committee's recommendation concurs in the action of the House deducting $1,214,000 from RSPA's budget request for

GSA rental payments. Funds required for rental payments are provided under a separate account. The Committee does not concur in the action of the House providing $150,000 to cover a shortfall in RSPA's "Personnel compensation and benefits" account. The Committee has provided the identical amount to cover a more pressing personnel compensation and benefits shortfall in the Office of Pipeline Safety.

The recommendation compared to the fiscal year 1990 comparable level, House allowance, and budget request is summarized below:

[Dollars in thousands]

	Fiscal year 1990 actual	Fiscal year 1991 estimate	House allowance [1]	Committee recommendation
Operations:				
Administrator	$337	$460	$460	$460
(Positions)	(4)	(5)	.....	(5)
Chief counsel	$521	$664	$664	$664
(Positions)	(9)	(11)	.....	(11)
Program management and administration	$1,115	$1,400	$1,400	$1,400
(Positions)	(14)	(17)	.....	(17)
Aviation information management	$2,610	$2,442	$2,442	$2,386
(Positions)	(22)	(23)	.....	(22)
Emergency transportation	$900	$999	$999	$872
(Positions)	(10)	(10)	.....	(8)
Hazardous materials	$9,370	$8,593	$9,344	$9,294
(Positions)	(97)	(99)	.....	(100)
Research and technology	$680	$610	$500	$500
(Positions)	(7)	(6)	.....	(6)
(Transportation systems center positions) only	(518)	(515)	.....	(515)
Accountwide adjustments			−$1,064	−$1,214
Subtotal	$15,533	$15,168	$14,745	$14,362
Research and development:				
Hazardous materials	$1,115	$1,125	$1,125	$1,125
Emergency transportation	$220	$130	$130	$110
Research and technology	$290	$300	$300	$300
Subtotal	$1,625	$1,555	$1,555	$1,535
Total	$17,158	$16,723	$16,300	$15,897
Positions	(681)	(686)	.....	(684)

[1] The House did not provide an explicit allocation of positions.

Pipeline Safety

(Pipeline Safety Fund)

Appropriations, 1990	$10,159,000
Budget estimate, 1991	10,800,000
House allowance	10,367,000
Committee recommendation	11,067,000

The Research and Special programs Administration is also responsible for the Department's Pipeline Safety Program. This activity was funded as a separate account for the first time in fiscal year 1988 and is entirely financed by user fees assessed to the pipeline operators.

Included under this account is the operations activity providing for the salaries and expenses and the supervisory and management functions for pipeline safety regulatory and enforcement programs. Also included is research and development to support the Pipeline Safety Program and grants-in-aid to State agencies that conduct a Pipeline Safety Program.

The Committee's recommendation for the Pipeline Safety Program is $11,067,000. It is $267,000 more than the budget request and $700,000 more than the House allowance. The amount recommended is to be allocated as follows:

[Dollars in thousands]

	Fiscal year 1990 actual	Fiscal year 1991 estimate	House allowance	Committee recommendation
Personnel compensation and benefits costs	$2,325	$2,778	$2,778	$3,053
(Positions)	(51)	(60)	(60)	(66)
Administrative costs	$1,048	$1,143	$1,143	$1,168
Program funds	$1,743	$1,154	$1,154	$1,204
Research and development	$714	$725	$725	$725
State grants	$4,329	$5,000	$5,000	$5,200
Accountwide adjustments				−$433
Total	$10,159	$10,800	$10,367	$11,067

As part of its overview of the Department of Transportation's funding needs for fiscal year 1991, the Committee conducted a detailed review of RSPA's Office of Pipeline Safety [OPS]. This review revealed a number of disturbing inadequacies in OPS which leave the public vulnerable to potentially dangerous pipeline accidents. These inadequacies include, but are not limited to, the following:

—Liquid pipelines operating at less than 20 percent of their minimum strength are currently exempt from all OPS regulations. This exemption applies to all such pipelines without regard for their age, their proximity to ecologically sensitive areas, or their risk of external damage. The determination as to whether a pipeline is eligible for this exemption is effectively made by the pipeline operator. A rupture of one such pipeline, the Exxon pipeline in the Arthur Kill between New York and New Jersey, resulted in a major oilspill of almost 600,000 gallons which nullified years of environmental cleanup efforts and destroyed a number of fragile ecosystems. During the Reagan administration, the Department of Transportation's safety task force recommended repealing this blanket exemption. Although OPS formally agreed with this recommendation, it took no action. While OPS now intends to repeal the exemption, it does not know how much pipeline this policy change will bring under its regulatory and enforcement functions.

—Pipeline inspections by OPS largely consist of reviewing data gathered by pipeline operators—the regulated party.

—Anticipated regulations imposing new requirements on pipelines at special risk of external damage are long overdue.

—OPS does not know the location of all pipeline in the United States. Regulations implementing a statutory mandate requir-

ing pipeline operators to map and report the locations of all pipelines has been due since 1988. Thus, OPS does not know how much pipeline it is responsible for inspecting.

—OPS employs only 15 inspectors nationwide. Currently, only 2 Federal inspectors cover the entire northeast United States.

—OPS continually falls short of its target for the number of inspections per year.

—Although OPS publicly committed itself to achieving a goal of inspecting all pipelines at least once every 2.5 years by 1990, it has again fallen woefully short of this goal.

—OPS does not regulate master meter systems which include potentially hazardous gas pipelines from a single meter to housing projects, apartment complexes, and mobile home parks.

In order to address these inadequacies, the Committee has provided a total of $11,067,000, $267,000 more than the president's request. Under the Committee's recommendation, actual program resources will exceed the President's request by $700,000 since the Committee has concurred in the action of the House deleting GSA rental payments from the OPS appropriation. Funds provided over the budget request are intended to enhance the number and frequency of pipeline inspections as well as expedite critically necessary rulemakings. These funds shall be used for three additional Federal pipeline inspectors, two additional Federal pipeline regulatory specialist positions, and one additional attorney for processing pipeline safety cases and assisting in the formulation of pipeline safety regulations. The Committee has also provided an additional $25,000 for administrative expenses including travel associated with these six positions, $50,000 of additional technical assistance to State pipeline inspectors, $200,000 of additional funds for the State grant programs, and $150,000 to cover a shortfall in the "Pipeline safety personnel compensation and benefit" account for fiscal year 1991. The additional amount provided for technical assistance shall be used to conduct an assessment of 49 CFR parts 192 and 195 to identify those requirements therein that need to be revised in order to be more explicit, understandable and enforceable.

The Committee expects that these additional resources will allow OPS to move forward expeditiously on its current regulatory and inspection backlog. These resources should provide for an improved Federal/State partnership in pipeline safety; allow OPS to either develop regulations or begin enforcement relevant to critical areas of pipeline safety that were previously not sufficiently addressed; and allow OPS to begin to implement its Pipeline Inspection Priority Program. The Committee expects that the new Director of Office of Pipeline Safety, working with RSPA's Chief Counsel's Office, will make effective use of the civil penalty provisions which were substantially increased as a result of the 1988 Pipeline Safety Reauthorization Act. With the addition of 15 positions, 9 of which were requested by the President, the Committee expects to see evidence of a substantially invigorated pipeline safety compliance program in the immediate future.

The Committee directs OPS to conduct a study to determine the feasibility of establishing in the liquid pipeline regulations the class location concept currently used in gas pipeline regulations.

The study shall focus on adopting that concept with respect to locations that are particularly vulnerable to environmental risk as the result of the presence of hazardous liquid pipeline operations. The study shall identify what measures, or combination of measures, are necessary to address the environmental risk identified in the report. Measures to be considered include: hydrostatic testing; internal instrumented inspection (that is, pigging); emergency flow restricting devices; and leak detection systems. This study shall be submitted to the House and Senate Appropriations Committees before January 1, 1992.

The Committee expects that OPS will complete all the remaining regulatory requirements mandated by the Pipeline Safety Reauthorization Act of 1988 before submittal of the 1992 request. In addition to funding OPS's request for additional OPS regulatory specialists, the Committee is adding two additional regulatory specialist positions to ensure expeditious completion of these mandated regulations and to accelerate work on the substantial regulatory backlog facing OPS.

In testimony before the Committee in April 1990, OPS committed itself to repealing the blanket regulatory exemption for pipelines operating at less than 20 percent of their minimum yield strength. Although OPS has yet to repeal the exemption, the Committee takes OPS at its word that action is imminent. The Committee will continue to monitor this situation closely and expects this exemption to be repealed no later than September 30, 1990.

The Committee has concurred in the action of the House deducting $433,000 from the budget request for OPS to reflect the consolidation of GSA rental payments under a separate account. The Committee has also provided $150,000 to the "Pipeline safety personnel compensation and benefits" account to accommodate a shortfall in the amount necessary to finance the positions requested.

OFFICE OF THE INSPECTOR GENERAL

SALARIES AND EXPENSES

Appropriations, 1990	$31,678,000
Budget estimate, 1991	33,987,000
House allowance	30,940,000
Committee recommendation	31,875,000

The Office of Inspector General [OIG] was created by the Inspector General Act of 1978 (Public Law 95–452). It is intended to be an independent and objective organization with the explicit mission of: (1) Promoting organizational efficiency and effectiveness; (2) preventing and detecting fraud and abuse; and (3) providing a means of keeping the Secretary of Transportation and Congress fully and currently informed of problems and deficiencies in the administration of departmental programs and operations.

The headquarters audit operation is composed of program offices which correspond to the transportation modes and the ADP and Technical Support Office. Field offices are located in Baltimore and 7 of 10 standard Federal regions. There are also five regional investigative offices which are responsible for all investigations within

their designated areas. Necessary audits of the Essential Air Service [EAS] Program are also conducted.

The Committee recommends $31,875,000, $2,112 less than the budget request because of reductions made for rental payments.

The Committee also shares the House's concerns regarding the increasing use of Defense Contract Audit Agency [DCAA] support; and the DCAA billing rate increases. The Committee concurs in calling for a report in this area. Such a report should include recommendations on reimbursement agreements with agencies for work performed and an analysis on what agencies consume in both regular inspector general services and DCAA services.

The Committee does not concur with the reduction taken by the House; but will consider such a step if the inspector general cannot defend that increasing costs are mandatory in nature rather than discretionary.

TITLE II—RELATED AGENCIES

ARCHITECTURAL AND TRANSPORTATION BARRIERS COMPLIANCE BOARD

SALARIES AND EXPENSES

Appropriations, 1990	$1,936,000
Budget estimate, 1991	2,059,000
House allowance	2,700,000
Committee recommendation	2,700,000

The Architectural and Transportation Barriers Compliance Board was established by section 502 of the Rehabilitation Act of 1973 to ensure compliance with the Architectural Barriers Act of 1968. Its primary role is to implement a Compliance Program to ensure accessibility and usability of most Federal and federally funded buildings by all persons. The Board's functions include: (1) ensure that public conveyances, including rolling stock, are readily accessible to, and usable by, physically handicapped persons; (2) investigate and examine alternative approaches to eliminate architectural, transportation, communication, and attitudinal barriers; (3) make recommendations and prepare policy reports to the President and Congress on measures to eliminate such barriers; (4) provide technical assistance to all programs affected by title V of the Rehabilitation Act with respect to overcoming architectural, transportation, and communication barriers; (5) establish minimum guidelines and requirements for the standards issued under the Architectural Barriers Act, as amended. The 22 member Board is composed of 11 public members appointed by the President and 11 Federal agency heads.

The bill includes $2,700,000 for the Board, which is the same as the House allowance and $641,000 more than the budget. The Committee has provided the Board with a 33-percent increase in recognition of the increased responsibilities imposed by the Americans With Disabilities Act [ADA].

NATIONAL TRANSPORTATION SAFETY BOARD

SALARIES AND EXPENSES

Appropriations, 1990	$27,232,000
Budget estimate, 1991	30,940,000
House allowance	30,940,000
Committee recommendation	32,000,000

The Independent Safety Board Act of 1974 established the National Transportation Safety Board [NTSB] as an independent Federal agency to promote transportation safety by conducting independent accident investigations. In addition, the Act authorizes the

Board to make safety recommendations, conduct safety studies, and oversee safety activities of other Government agencies involved in transportation. The Board also reviews appeals of adverse actions by the Department of Transportation with respect to airmen and seamen certificates and licenses.

The Board has no regulatory authority over the transportation industry. Thus, its effectiveness depends on its reputation for impartial and accurate accident reports, realistic and feasible safety recommendations, and on public confidence in its commitment to improving transportation safety.

The Committee has provided funding above that requested by the administration in recognition of the valuable recommendations an independent safety board can make, which help make the various modes of transportation safer. The Committee is concerned, however, that at the staffing levels proposed by the administration, the ability of the NTSB to conduct necessary investigations would be greatly compromised.

The Committee takes note that the staffing in a number of disciplines appears inadequate for the task at hand. The Committee directs that with the recommended funding, which is above the administration's request by $1,060,000, that the NTSB hire in the technical area at least four additional personnel: one for aircraft maintenance records; one for railroad human performance; one for weather analysis; and one for hazardous materials/pipelines human performance. The Committee further expects that in addition to hiring additional personnel that the NTSB, within the funds provided, allocate sufficient resources for training of both new and current personnel to ensure proficiency and currency in their technical fields. In the accidents investigation area, funding is provided above the President's request to hire two additional air safety investigators; one pipeline IIC investigator; and one additional support personnel.

The Committee recommends $150,000 above the budget request for NTSB to conduct a study to determine the optimum computer hardware and software that should be purchased to best meet its current and future automated data processing requirements. In addition, the Committee has increased the reception and representation expense limitation from $500 to $2,500 to fund functions such as ICAO meetings, visits by foreign accident investigation officials, and periodic NTSB-sponsored meetings with industry, such as the recently conducted bridge safety workshop.

The Committee recommends $32,000,000 for the National Transportation Safety Board, which is $1,060,000 more than the budget request and the House allowance.

INTERSTATE COMMERCE COMMISSION

SALARIES AND EXPENSES

Appropriations, 1990	$44,205,000
Budget estimate, 1991	43,777,000
House allowance	45,369,000
Committee recommendation	43,777,000

The Interstate Commerce Commission [ICC] is an independent agency created by Congress to regulate interstate transportation in order to ensure that the public has an adequate, efficient transportation system. In the motor carrier area, the ICC regulates rates, grants operating authority, regulates mergers and acquisitions, and develops policy associated with the Interstate Commerce Act, as amended by the Motor Carrier Act of 1980, the Household Goods Transportation Act of 1980, the Bus Regulatory Reform Act of 1982, and the Surface Freight Forwarder Deregulation Act of 1986. In the rail area, the ICC's authority encompasses the regulation of rates, mergers, acquisitions, construction, and abandonment of railway lines, and policy development associated with the Interstate Commerce Act, as amended by the Staggers Rail Act of 1980.

The bill includes an appropriation of $43,777,000 for the salaries and expenses of the Interstate Commerce Commission, which is $1,592,000 less than the House allowance and the same as the budget request.

[Dollars in thousands]

	Fiscal year 1990 actual		Fiscal year 1991 estimate		House recommendation		Committee recommendation	
	Amounts	FTE staff-years	Amounts	FTE staff-years	Amounts	FTE staff-years	Amounts	FTE staff-years
Commissioners	$3,676	46	$3,741	44	$3,630	42	$3,741	44
Secretary	3,385	81	3,435	76	3,435	76	3,435	76
General counsel	1,857	24	1,853	23	1,934	24	1,853	23
Proceedings	7,592	111	7,289	102	7,575	106	7,289	102
Hearings	409	5	428	5	599	7	428	5
Public asistance	1,102	14	1,069	13	1,151	14	1,069	13
Transportation analysis	2,303	27	2,274	24	2,324	24	2,274	24
Accounts	4,431	58	4,376	55	4,376	55	4,376	55
Traffic	3,017	58	2,976	54	3,086	56	2,976	54
Compliance/ consumer	11,992	193	11,990	181	12,785	193	11,990	181
Managing director	4,441	72	4,346	68	4,474	70	4,346	68
Total	44,205	689	43,777	645	45,369	667	43,777	645

The Committee directs, as it has in previous reports, that the Commission use normal reprogramming procedures should it propose to deviate in any way from the staff-year allocations or by more than 4 percent from the funding allocations listed above.

PAYMENTS FOR DIRECTED RAIL SERVICE

(LIMITATION ON OBLIGATIONS)

Appropriations, 1990	($475,000)
Budget estimate, 1991	(475,000)
House allowance	(475,000)
Committee recommendation	(475,000)

Under the provisions of 49 U.S.C. 11125, when a rail carrier is in such financial trouble that it becomes impossible to continue its operations, the Commission is empowered to direct and pay another carrier to move that carrier's traffic for a period of up to 60 days, which can be extended for an additional 180 days if cause exists. In certain cases, the Commission's use of this authority has not resulted in any cost to the Federal Government. However, there have been several instances where the use of this authority has resulted in a liability for payment to an operating carrier by the Federal Government.

The Committee provides an obligation limitation of $475,000 for fiscal year 1991, even though no additional directed rail service is anticipated. In the event that such authority needs to be exercised by the Commission, proper and timely notification to Congress is required. The limitation is the same as the House allowance.

PANAMA CANAL COMMISSION

The Panama Canal Commission is an agency of the executive branch of the U.S. Government established by the Panama Canal Act of 1979 (93 Stat. 452; 22 U.S.C. 3601 et seq.), to carry out the responsibilities of the United States under the Panama Canal Treaty of 1977. The authority of the President of the United States with respect to the Commission is exercised through the Secretary of Defense and the Secretary of the Army. The Commission is supervised by a nine-member Board; five members are nationals of the United States and four are Panamanians. Board members who are U.S. nationals are appointed with the advice and consent of the Senate.

Under the terms of the treaty, the Commission manages, operates, and maintains the Canal, its complementary works, installations, and equipment, and provides for the orderly transit of vessels through the Canal. The Commission will perform these functions until the treaty terminates on December 31, 1999, when the Republic of Panama will assume full responsibility for the Canal.

CHANGE IN FINANCIAL STRUCTURE

The Omnibus Reconciliation Act of 1987 (Public Law 100-203) replaced the special fund from which annual appropriations were made available for the Panama Canal Commission with a revolving fund, effective January 1, 1988. The effect of this change is to make the Commission's receipts directly available for authorized operating and capital expenditures without annual appropriations.

As a result of this change in financial structure, no appropriation for operating expenses or capital outlays is requested and none is recommended.

PANAMA CANAL REVOLVING FUND

(ADMINISTRATIVE EXPENSES)

Appropriations, 1990	$49,692,000
Budget estimate, 1991	48,941,000
House allowance	48,928,000
Committee recommendation	48,941,000

The Committee recommends an appropriation of $48,941,000, the same as the budget request and $13,000,000 above the House allowance. This account encompasses the following activities: executive direction, operations, financial management, personnel administration, and employment costs of a general nature which are not identifiable with other specific activities. Included in the latter activity are such items as reimbursement to the Department of Defense for education and hospital services, the Commission's share of employee health insurance premiums, et cetera.

LIMITATION ON OBLIGATIONS FOR OPERATING AND CAPITAL EXPENSES

Appropriations, 1990	$450,649,000
Budget estimate, 1991	
House allowance	448,497,000
Committee recommendation	459,000,000

The Committee has retained House bill language limiting obligations for nonadministrative and capital projects, and has increased the limitation by $8,351,000 to $459,000,000.

Under the Panama Canal Act of 1979 (Public Law 96-70), the Commission is expected to be financially self-sufficient and to make certain payments to the Republic of Panama as specified in the Panama Canal Treaty of 1977.

DEPARTMENT OF THE TREASURY

REBATE OF ST. LAWRENCE SEAWAY TOLLS

(HARBOR MAINTENANCE TRUST FUND)

Appropriations, 1990	$10,020,000
Budget estimate, 1991	10,789,000
House allowance	10,500,000
Committee recommendation	10,500,000

[1] The bill language provides for rebate of "such sums as may be necessary", in order to reflect adjustments in toll revenues.

The Committee recommends $10,500,000 for the rebate of tolls paid by those commercial vessels using the St. Lawrence Seaway. This payment is required under the Water Resources Development Act of 1986, Public Law 99-662.

Appropriations action is required for rebates to be made.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Interest Payments

Appropriations, 1990	$51,663,569
Budget estimate, 1991	51,663,569
House allowance	51,663,569
Committee recommendation	51,663,569

The full budget request of $51,663,569 for the Federal share of the interest payments on the bonded indebtedness of the Washington Metropolitan Area Transit Authority is recommended. This is the same as the House allowance and the budget request.

The bond repayment agreement between the Department of Transportation and the Authority establishes an overall two-thirds Federal and one-third local cost sharing arrangement. However, for the interest payments due on July 1, 1979 through July 1, 1982 the Federal Government was authorized to fund up to 85 percent of the cost. To the extent the Authority has utilized these additional Federal funds (up to 85 percent), repayment will be required no later than January 1993. Funding for the construction of the rail system is mentioned earlier in this report under the appropriation for the Urban Mass Transportation Administration.

TITLE III—GENERAL PROVISIONS

The Committee concurs with the general provisions that apply to the Department and agencies funded through this legislation in fiscal year 1991 as approved by the House in H.R. 5229, with the following deletions or changes. Other changes are explained under the account or agency affected by the general provision.

CHANGES, DELETIONS/REPLACEMENTS, NEW SECTIONS

SEC. 312. The Committee provides $1,400,000 for necessary expenses of advisory committees, instead of $350,000 as provided by the House.

SEC. 325. Strikes House language on availability of funds for intermodal union demonstration project and inserts language directing the transfer of New York's interstate transfer grants—transit funds to the Federal Railroad Administration for the Westside connector project.

SEC. 327. Strikes House language on maxi-cube vehicles and inserts language directing the transfer of FAA property in West Sayville, NY, to the Department of the Interior.

SEC. 330. Strikes House language which would have prohibited the expenditure of funds for a new national weather graphics system and inserts language directing a rule to prohibit the use of radar detectors by drivers operating commercial motor vehicles.

SEC. 333. Amends House language regarding the withholding of a State's highway funds if that State does not have in effect a law requiring an immediate revocation of a drugged driver's license.

SEC. 334. Allows funds previously appropriated for an intersection project in Louisiana to be used for a different intersection in Louisiana.

SEC. 335. Allows the State of Wyoming to permit trucks in excess of 80,000 pounds in gross weight to use the interstate located within that State.

SEC. 336. Makes technical changes to the section 410 drunk driving prevention program to bring program requirements into uniformity with congressional intent.

SEC. 337. Increases the pay grade for certain controllers and includes three airports in the FAA's pay demonstration program.

SEC. 338. Directs the release of previously allocated transit funds to the city of Phoenix, AZ.

SEC. 339. Allows the State of Alaska to participate in the Motor Carrier Safety Assistance Program.

SEC. 340. Directs and authorizes the Secretary of Transportation to issue a final rule for drug testing in mass transportation operations.

COMPLIANCE WITH PARAGRAPH 7, RULE XVI, OF THE STANDING RULES OF THE SENATE

Paragraph 7 of rule XVI requires that Committee reports on general appropriations bills identify each Committee amendment to the House bill "which proposes an item of appropriation which is not made to carry out the provisions of an existing law, a treaty stipulation, or an act or resolution previously passed by the Senate during that session."

The Committee recommends, in its amendments to H.R. 3015, appropriations for certain highway projects in the Federal Highway Administration, certain operations of the National Highway Traffic Safety Administration, certain programs of the U.S. Coast Guard, certain programs in the Research and Special Programs Administration, for which authorizations for fiscal 1990 have not passed the Senate this session, or which lack enacted authorization.

COMPLIANCE WITH PARAGRAPH 12, RULE XXVI OF THE STANDING RULES OF THE SENATE

Paragraph 12 of rule XXVI requires that Committee reports on a bill or joint resolution repealing or amending any statute or part of any statute include "(a) the text of the statute or part thereof which is proposed to be repealed; and (b) a comparative print of that part of the bill or joint resolution making the amendment and of the statute or part thereof proposed to be amended, showing by stricken-through type and italics, parallel columns, or other appropriate typographical devices the omissions and insertions which would be made by the bill or joint resolution if enacted in the form recommended by the committee."

In compliance with this rule, the following changes in existing law proposed to be made by the bill are shown as follows: existing law to be omitted is enclosed in black brackets; new matter is printed in italic; and existing law in which no change is proposed is shown in roman.

Section 154(f) of title 23, United States Code is amended as follows:

NATIONAL 55 MPH SPEED LIMIT ENFORCEMENT PENALTIES.—Notwithstanding sections 141(a) and 154 of title 23, United States Code, none of the funds in this or any previous or subsequent Act shall be used for the purpose of reducing or reserving any portion of a State's apportionment of Federal-aid highway funds as required by section 154(f) of title 23, United States Code, for reason of noncompliance with the criteria of that subsection during fiscal year 1989. The Secretary shall promptly restore any apportionments which, prior to enactment of this Act, were reduced or reserved from obligation for reason of noncompliance under section 154(f) during said fiscal year.

Section 104 of title 23, United States Code is amended as follows:

For each fiscal year the Secretary of Transportation shall withhold 5 per centum of the amount required to be apportioned to any State under each of paragraphs (1), (2), (5),

and (6) of section 104(b) on the first day of each fiscal year which begins after the second full calendar year following the date of enactment of this section if the State does not meet the requirements of paragraph (3) on such date.

"(2) The Secretary shall withhold 10 per centum (including any amounts withheld under paragraph (1)) of the amount required to be apportioned to any State under each of paragraphs (1), (2), (5), and (6) of section 104(b) on the first day of each fiscal year which begins after the fourth full calendar year following the date of enactment of this section if the State does not meet the requirements of paragraph (3) on the first day of such fiscal year.

"(3) A State meets the requirements of this paragraph if—

"(A) the State has enacted and is enforcing a law that requires in all circumstances, or requires in the absence of compelling circumstances warranting an exception—

"(i) the revocation, or suspension for at least 6 months, of the driver's license of any individual who is convicted, after the enactment of such law, of—

"(I) any violation of the Controlled Substance Act, or

"(II) any drug offense, and

"(ii) a delay in the issuance or reinstatement of a driver's license to such an individual for at least 6 months after the individual applies for the issuance or reinstatement of a driver's license if the individual does not have a driver's license, or the driver's license of the individual is suspended, at the time the individual is so convicted, or

"(B) The Governor of the State—

"(i) submits to the Secretary no earlier than the adjournment sine die of the first regularly scheduled session of the State's legislature which begins after the date of enactment of this section a written certification stating that he is opposed to the enactment or enforcement in his State of a law described in subparagraph (A) relating to the revocation, suspension, issuance, or reinstatement of driver's licenses to convicted drug offenders; and

"(ii) submits to the Secretary a written certification that the legislature (including both Houses where applicable) has adopted a resolution expressing its opposition to a law described in clause (i).

"(b)(1)(A) Any funds withheld under subsection (a) from apportionment to any State on or before September 30, 1995, shall remain available for apportionment to such State as follows:

"(i) If such funds would have been apportioned under section 104(b)(5)(A) but for this section, such funds shall remain available until the end of the fiscal

year for which such funds are authorized to be appropriated.

"(ii) If such funds would have been apportioned under section 104(b)(5)(B) but for this section, such funds shall remain available until the end of the second fiscal year following the fiscal year for which such funds are authorized to be appropriated.

"(iii) If such funds would have been apportioned under paragraph (1), (2), or (6) of section 104(b) but for this section, such funds shall remain available until the end of the third fiscal year following the fiscal year for which such funds are authorized to be appropriated.

"(B) No funds withheld under this section from apportionment to any State after September 30, 1995, shall be available for apportionment to such State.

"(2) If, before the last day of the period for which funds withheld under subsection (a) from apportionment are to remain available for apportionment to a State under paragraph (1), the State meets the requirements of subsection (a)(3), the Secretary shall, on the first day on which the State meets the requirements of subsection (a)(3), apportion to the State the funds withheld under subsection (a) that remain available for apportionment to the State.

"(3) Any funds apportioned pursuant to paragraph (2) shall remain available for expenditure as follows:

"(A) Funds originally apportioned under section 104(b)(5)(A) shall remain available until the end of the fiscal year succeeding the fiscal year in which such funds are apportioned under paragraph (2).

"(B) Funds originally apportioned under paragraph (1), (2), (5)(B), or (6) of section 104(b) shall remain available until the end of the third fiscal year succeeding the fiscal year in which such funds are so apportioned.

Sums not obligated at the end of such period shall lapse or, in the case of funds apportioned under section 104(b)(5), shall lapse and be made available by the Secretary for projects in accordance with section 118(b).

"(4) If, at the end of the period for which funds withheld under subsection (a) from apportionment are available for apportionment to a State under paragraph (1), the State does not meet the requirements of subsection (a)(3), such funds shall lapse or, in the case of funds withheld from apportionment under section 104(b)(5), such funds shall lapse and be made available by the Secretary for projects in accordance with section 118(b).

"(c) For purposes of this section—

"(1) The term 'driver's license' means a license issued by a State to any individual that authorizes the individual to operate a motor vehicle on highways.

"(2) The term 'drug offense' means any criminal offense which proscribes—

"(A) the possession, distribution, manufacture, cultivation, sale, transfer, or the attempt or con-

spiracy to possess, distribute, manufacture, cultivate, sell, or transfer any substance the possession of which is prohibited under the Controlled Substances Act, or

"(B) the operation of a motor vehicle under the influence of such a substance.

"(3) The term 'convicted' includes adjudicated under juvenile proceedings.".

(b) The table of contents for chapter 1 of title 23, United States Code, is amended by adding at the end thereof the following new item:

"159. Revocation or suspension of the driver's license of individuals convicted of drug offenses.".

Section 127 of title 23, United States Code is amended as follows:

Notwithstanding section 127 of title 23, United States Code, the State of Wyoming may permit the use of the National System of Interstate and Defense Highways located in Wyoming by vehicles in excess of 80,000 pounds gross weight, but meeting axle and bridge formula specifications in section 127 of title 23, United States Code.

Section 23 United States Code is amended as follows:

Section 23 U.S.C. 410(e)(1)(C) is hereby amended by striking the words "within the time period specified in subparagraph (F)"; 23 U.S.C. 410(e)(2) is hereby amended by adding the words "a significant portion of" after the word "which", the first time it appears, and by striking the words "convicted of" and inserting in lieu thereof the words "apprehended and fined for".

The following amends the Urban Mass Transportation Act of 1964, as amended:

Notwithstanding any other provision of law (including the Administrative Procedure Act and the Urban Mass Transportation Act) the Secretary of Transportation is authorized to issue the final rule entitled "Control of Drug Use in Mass Transportation Operations", which was originally issued on November 21, 1988 (53 Fed. Reg. 47,156; 47,174), 49 C.F.R. part 653, and to make appropriate adjustments to the implementation dates. Such rule shall become effective upon its issuance without any further administrative proceedings. In accordance with the Administrative Procedure Act, the Secretary is authorized to amend the rule to further the goal of controlling drug use in mass transportation. The Secretary also is authorized to undertake a rule making with respect to alcohol testing in the transit industry.

In furtherance of this provision, no State or local government shall adopt or have in effect any law, rule, regulation, ordinance, standard, or order that is inconsistent with the regulations issued under this provision, except that the regulations issued under this provision shall not be construed to preempt provisions of State criminal law which impose

sanctions for reckless conduct leading to actual loss of life,injury, or damage to property, whether the provisions apply specifically to mass transportation employees, or to the general public.

Nothing in this provision shall be construed to restrict the discretion of the Secretary to continue in force, amend, or further supplement any regulations governing the use of alcohol or controlled substances by mass transportation employees issued before the date of enactment of the Act.

In issuing regulations under this provision, the Secretary shall only establish requirements that are consistent with the international obligations of the United States, and the Secretary shall take into consideration any applicable laws and regulations of foreign countries.

BUDGETARY IMPACT OF BILL

PREPARED BY THE CONGRESSIONAL BUDGET OFFICE PURSUANT TO SEC. 308(a), PUBLIC LAW 93-344, AS AMENDED

[In millions of dollars]

	Budget authority		Outlays	
	Committee allocation	Amount of bill	Committee allocation	Amount of bill
Comparison of amounts in the bill with the Committee allocation to its subcommittees of amounts in the First Concurrent Resolution for 1991: Subcommittee on Transportation and Related Agencies	13,179	13,189	29,477	[1] 29,475
Projections of outlays associated with budget authority recommended in the bill:				
1991				[2] 11,046
1992				7,889
1993				5,289
1994				2,905
1995 and future year				3,108
Financial assistance to State and local governments for 1991 in the bill		2,226		3,799
	Direct loans		Loan guarantees	
Credit authority estimates, fiscal year 1991	NA	48	NA	100

[1] Includes outlays from prior-year budget authority.
[2] Excludes outlays from prior-year budget authority.

NA: Not applicable.

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 1990 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 1991

[Amounts in dollars]

Item	1990 appropriation	Budget estimate	House allowance	Committee recommendation	Senate committee recommendation compared with (+ or -)		
					1990 appropriation	Budget estimate	House allowance
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
TITLE I - DEPARTMENT OF TRANSPORTATION							
Office of the Secretary							
Salaries and expenses	---	(60,135,000)	---	(54,555,000)	(+54,555,000)	(-5,580,000)	(+54,555,000)
Immediate Office of the Secretary	1,090,000	1,311,000	1,215,000	1,215,000	+125,000	-96,000	---
Immediate Office of the Deputy Secretary	470,000	487,000	412,000	412,000	-58,000	-75,000	---
Office of the General Counsel	6,120,000	6,500,000	6,420,000	6,420,000	+300,000	-80,000	---
Office of the Assistant Secretary for Policy and International Affairs	8,250,000	8,810,000	8,810,000	8,500,000	+250,000	-310,000	-310,000
Office of the Assistant Secretary for Budget and Programs	2,325,000	2,400,000	2,390,000	2,400,000	+75,000	---	+10,000
Office of the Assistant Secretary for Governmental Affairs	2,300,000	2,255,000	2,255,000	2,255,000	-45,000	---	---
Office of the Assistant Secretary for Administration	24,700,000	29,488,000	21,745,000	22,750,000	-1,950,000	-6,738,000	+1,005,000
Office of the Assistant Secretary for Public Affairs	1,350,000	1,389,000	1,389,000	1,389,000	+39,000	---	---
Executive Secretariat	835,000	918,000	918,000	918,000	+83,000	---	---
Contract Appeals Board	488,000	508,000	508,000	508,000	+20,000	---	---
Office of Civil Rights	1,315,000	1,353,000	1,353,000	1,353,000	+38,000	---	---
Office of Commercial Space Transportation	725,000	---	725,000	---	-725,000	---	-725,000
Office of Essential Air Service	1,727,000	1,251,000	1,251,000	1,610,000	-117,000	+359,000	+359,000
Office of Small and Disadvantaged Business Utilization	3,500,000	3,465,000	3,465,000	3,465,000	-35,000	---	---
Office of Intelligence and Security	---	---	---	1,360,000	+1,360,000	+1,360,000	+1,360,000
Subtotal, Salaries and expenses	55,195,000	60,135,000	52,856,000	54,555,000	-640,000	-5,580,000	+1,699,000
Transportation planning, research, and development	6,748,000	4,047,000	4,777,000	2,947,000	-3,801,000	-1,100,000	-1,830,000
Office of Commercial Space Transportation operations and research	---	4,517,000	---	4,217,000	+4,217,000	-300,000	+4,217,000
Working capital fund	4,441,000	10,446,000	---	---	-4,441,000	-10,446,000	---
(Limitation on working capital fund)	(137,287,000)	(146,809,000)	(86,264,000)	(86,264,000)	(-51,023,000)	(-60,545,000)	---
Payments to air carriers	30,643,000	23,600,000	23,600,000	26,600,000	-4,043,000	+3,000,000	+3,000,000
Rental payments	---	---	107,668,000	107,668,000	+107,668,000	+107,668,000	---
Total, Office of the Secretary	97,027,000	102,745,000	188,901,000	195,987,000	+98,960,000	+93,242,000	+7,086,000

Coast Guard							
Operating expenses	1,917,728,000	2,391,351,000	2,192,000,000	2,051,103,000	+133,375,000	-340,248,000	-140,897,000
Funds included in Department of Defense Appropriations Act, 1990	160,000,000	---	---	---	-160,000,000	---	---
Subtotal, Operating expenses	2,077,728,000	2,391,351,000	2,192,000,000	2,051,103,000	-26,625,000	-340,248,000	-140,897,000
Acquisition, construction, and improvements	(436,686,000)	(419,536,000)	(391,994,000)	(432,396,000)	(-4,290,000)	(+12,860,000)	(+40,402,000)
Vessels	132,302,000	162,200,000	155,750,000	168,385,000	+36,083,000	+6,185,000	+12,635,000
Aircraft	196,110,000	110,300,000	101,700,000	93,500,000	-102,610,000	-16,800,000	-8,200,000
(By transfer)	(7,478,000)	---	---	---	(-7,478,000)	---	---
Command control and communications	15,852,000	24,500,000	20,500,000	15,500,000	-352,000	-9,000,000	-5,000,000
Shore facilities and aids to navigation	70,887,000	86,000,000	81,385,000	112,675,000	+41,788,000	+26,675,000	+31,290,000
Personnel, survey and design	21,535,000	36,536,000	32,659,000	42,336,000	+20,801,000	+5,800,000	+9,677,000
Subtotal, Acquisition, construction, and improvements	436,686,000	419,536,000	391,994,000	432,396,000	-4,290,000	+12,860,000	+40,402,000
Environmental compliance and restoration	---	7,000,000	21,500,000	22,000,000	+22,000,000	+15,000,000	+500,000
Alteration of bridges	2,323,000	6,353,000	3,747,000	3,747,000	+1,424,000	-2,606,000	---
Retired pay	420,800,000	437,300,000	437,300,000	437,300,000	+16,500,000	---	---
Reserve training	71,614,000	78,932,000	74,306,000	74,306,000	+2,692,000	-4,626,000	---
Research, development, test, and evaluation	20,465,000	23,000,000	24,800,000	25,741,000	+5,276,000	+2,741,000	+941,000
Offshore oil pollution compensation fund (limitation)	(59,820,000)	(60,000,000)	(60,000,000)	---	(-59,820,000)	(-60,000,000)	(-60,000,000)
Deepwater port liability fund (limitation)	(49,850,000)	(50,000,000)	(50,000,000)	---	(-49,850,000)	(-50,000,000)	(-50,000,000)
Boat safety (Aquatic Resources Trust Fund)	29,910,000	30,000,000	35,000,000	35,000,000	+5,090,000	+5,000,000	---
Total, Coast Guard: New budget (obligational) authority	3,059,526,000	3,393,472,000	3,180,647,000	3,081,593,000	+22,067,000	-311,879,000	-99,054,000
Federal Aviation Administration							
Operations	3,823,605,000	4,087,700,000	4,037,000,000	4,038,551,000	+214,946,000	-49,149,000	+1,551,000
(By transfer)	(9,970,000)	(10,000,000)	---	---	(-9,970,000)	(-10,000,000)	---
Facilities and equipment (Airport and Airway Trust Fund)	1,721,171,000	2,500,000,000	2,138,615,000	2,240,018,000	+518,847,000	-259,982,000	+101,403,000
Research, engineering, and development (Airport and Airway Trust Fund)	170,163,000	190,000,000	195,000,000	206,600,000	+36,437,000	+16,600,000	+11,600,000
Grants-in-aid for airports (Airport and Airway Trust Fund):							
(Liquidation of contract authorization)	(1,190,000,000)	(1,277,000,000)	(1,400,000,000)	(1,400,000,000)	(+210,000,000)	(+123,000,000)	---
(Limitation on obligations)	(1,425,000,000)	(1,500,000,000)	(1,800,000,000)	(1,650,000,000)	(+225,000,000)	(+150,000,000)	(-150,000,000)
Rescission of contract authority	-25,000,000	---	---	---	+25,000,000	---	---
Aircraft purchase loan guarantee program: (Limitation on borrowing authority)	(9,970,000)	(57,000,000)	(9,970,000)	(9,970,000)	---	(-47,030,000)	---
Total, Federal Aviation Administration: New budget (obligational) authority	5,689,939,000	6,777,700,000	6,370,615,000	6,485,169,000	+795,230,000	-292,531,000	+114,554,000
(Limitations on obligations)	(1,425,000,000)	(1,500,000,000)	(1,800,000,000)	(1,650,000,000)	(+225,000,000)	(+150,000,000)	(-150,000,000)
Total	(7,114,939,000)	(8,277,700,000)	(8,170,615,000)	(8,135,169,000)	(+1,020,230,000)	(-142,531,000)	(-35,446,000)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 1990 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 1991—Continued

[Amounts in dollars]

Item	1990 appropriation	Budget estimate	House allowance	Committee recommendation	Senate committee recommendation compared with (+ or -)		
					1990 appropriation	Budget estimate	House allowance
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Federal Highway Administration							
(Limitation on general operating expenses)	(233,298,000)	(264,470,000)	(245,400,000)	(263,751,000)	(+30,453,000)	(-719,000)	(+18,351,000)
University transportation centers (Highway Trust Fund)	4,985,000	5,000,000	5,000,000	5,000,000	+15,000	---	---
Highway safety research and development (Highway Trust Fund)	6,062,000	---	5,450,000	---	-6,062,000	---	-5,450,000
Highway-related safety programs (Highway Trust Fund):							
(Liquidation of contract authorization)	(9,377,000)	(10,000,000)	(10,000,000)	(10,000,000)	(+623,000)	---	---
(Limitation on obligations)	(9,377,000)	(10,000,000)	(10,000,000)	(10,000,000)	(+623,000)	---	---
Railroad-highway crossings demonstration projects	14,845,000	---	15,000,000	2,000,000	-12,845,000	+2,000,000	-13,000,000
Federal-aid highways (Highway Trust Fund):							
(Limitation on obligations)	(12,210,000,000)	(12,013,000,000)	(14,500,000,000)	(13,850,000,000)	(+1,640,000,000)	(+1,837,000,000)	(-650,000,000)
(Liquidation of contract authorization)	(13,619,020,000)	(13,770,000,000)	(14,300,000,000)	(14,300,000,000)	(+680,980,000)	(+530,000,000)	---
Disaster assistance (emergency fund)	1,000,000,000	---	---	---	-1,000,000,000	---	---
Right-of-way Revolving Fund (Highway Trust Fund):							
(Limitation on direct loans)	(42,373,000)	(47,850,000)	(42,500,000)	(47,850,000)	(+5,477,000)	---	(+5,350,000)
Motor carrier safety	33,297,000	40,719,000	40,000,000	40,000,000	+6,703,000	-719,000	---
Motor carrier safety grants (Highway Trust Fund):							
(Liquidation of contract authorization)	(51,844,000)	(63,000,000)	(63,000,000)	(63,000,000)	(+11,156,000)	---	---
(Limitation on obligations)	(60,019,000)	(60,000,000)	(61,500,000)	(60,000,000)	(-19,000)	---	(-1,500,000)
Baltimore-Washington Parkway (Highway Trust Fund)	11,964,000	---	9,900,000	---	-11,964,000	---	-9,900,000
Intermodal urban demonstration project (Highway Trust Fund)	9,846,000	---	10,000,000	---	-9,846,000	---	-10,000,000
Highway safety and economic development demonstration projects (Highway Trust Fund)	11,840,000	---	20,000,000	---	-11,840,000	---	-20,000,000
Highway safety improvement demonstration project (Highway Trust Fund)	10,949,000	---	9,000,000	---	-10,949,000	---	-9,000,000
Highway-railroad grade crossing safety demonstration project (Highway Trust Fund)	9,355,000	---	8,000,000	---	-9,355,000	---	-8,000,000
Highway widening demonstration project	1,968,000	---	2,000,000	---	-1,968,000	---	-2,000,000
Bridge improvement demonstration project	3,988,000	---	---	---	-3,988,000	---	---
Highway widening and improvement demonstration project	4,926,000	---	4,000,000	---	-4,926,000	---	-4,000,000
Intersection safety demonstration project	---	---	3,600,000	---	---	---	-3,600,000
Climbing lane and highway safety demonstration project	2,486,000	---	12,000,000	---	-2,486,000	---	-12,000,000
Indiana industrial corridor safety demonstration project	2,378,000	---	3,000,000	---	-2,378,000	---	-3,000,000
Highway capacity improvement demonstration project	---	---	2,000,000	---	---	---	-2,000,000
Oklahoma highway widening demonstration project	2,487,000	---	---	---	-2,487,000	---	---

Alabama highway bypass demonstration project	8,223,000	---	10,000,000	---	-8,223,000	---	-10,000,000
Kentucky bridge demonstration project	4,933,000	---	4,000,000	---	-4,933,000	---	-4,000,000
Virginia HOV safety demonstration project	4,629,000	---	8,500,000	---	-4,629,000	---	-8,500,000
Urban highway corridor and bicycle transportation demonstration projects	4,484,000	---	11,000,000	---	-4,484,000	---	-11,000,000
Urban airport access safety demonstration project	4,982,000	---	11,000,000	---	-4,982,000	---	-11,000,000
Ebensburg bypass demonstration project	13,699,000	---	---	---	-13,699,000	---	---
Pennsylvania reconstruction demonstration project	---	---	20,000,000	---	---	---	-20,000,000
Pennsylvania toll road demonstration project	---	---	6,000,000	---	---	---	-6,000,000
Highway demonstration projects	---	---	23,800,000	58,070,000	+58,070,000	+58,070,000	+34,270,000
Highway demonstration projects - preliminary engineering	5,783,000	---	46,050,000	14,000,000	+8,217,000	+14,000,000	-32,050,000
Corridor safety improvement project (Highway Trust Fund)	17,248,000	---	---	---	-17,248,000	---	---
Bridge capacity improvements (Highway Trust Fund)	3,933,000	---	---	---	-3,933,000	---	---
Corridor H improvement project	31,672,000	---	---	51,500,000	+19,828,000	+51,500,000	+51,500,000
Road extension demonstration	10,958,000	---	---	---	-10,958,000	---	---
Des Moines inner loop demonstration project	2,792,000	---	---	---	-2,792,000	---	---
Corridor G improvement Project	9,970,000	---	---	50,000,000	+40,030,000	+50,000,000	+50,000,000
Corridor D improvement project	---	---	---	10,000,000	+10,000,000	+10,000,000	+10,000,000
Bypass construction project	---	---	---	50,000,000	+50,000,000	+50,000,000	+50,000,000
Corning bypass safety demonstration project	19,940,000	---	---	20,000,000	+60,000	+20,000,000	+20,000,000
Spring Mountain demonstration project	2,193,000	---	---	---	-2,193,000	---	---
Manhattan Bridge replacement demonstration project	3,200,000	---	---	---	-3,200,000	---	---
Junction City highway improvement demonstration project	399,000	---	---	---	-399,000	---	---
Turquoise Trail project	---	---	---	5,510,000	+5,510,000	+5,510,000	+5,510,000
Trade enhancement demonstration project	---	---	---	12,500,000	+12,500,000	+12,500,000	+12,500,000
Ottumwa road extension project	---	---	---	10,000,000	+10,000,000	+10,000,000	+10,000,000
Iowa connector project	---	---	---	1,750,000	+1,750,000	+1,750,000	+1,750,000
Highway 20 realignment project	---	---	---	3,000,000	+3,000,000	+3,000,000	+3,000,000
Bridge traffic safety demonstration project	---	---	---	2,000,000	+2,000,000	+2,000,000	+2,000,000
Ramp relocation and reconstruction demonstration project	---	---	---	10,000,000	+10,000,000	+10,000,000	+10,000,000
Total, Federal Highway Administration:							
New budget (obligational) authority	1,280,414,000	45,719,000	289,300,000	345,330,000	-935,084,000	+299,611,000	+56,030,000
(Limitations on obligations)	(12,279,396,000)	(12,083,000,000)	(14,571,500,000)	(13,920,000,000)	(+1,640,604,000)	(+1,837,000,000)	(-651,500,000)
Total	(13,559,810,000)	(12,128,719,000)	(14,860,800,000)	(14,265,330,000)	(+705,520,000)	(+2,136,611,000)	(-595,470,000)
National Highway Traffic Safety Administration							
Operations and research	73,340,000	76,376,000	70,075,500	76,664,000	+3,324,000	+288,000	+6,588,500
Operations and research (Highway Trust Fund)	31,756,000	40,950,000	38,960,500	40,394,000	+8,638,000	-556,000	+1,433,500
Subtotal, Operations and research	105,096,000	117,326,000	109,036,000	117,058,000	+11,962,000	-268,000	+8,022,000
Highway traffic safety grants (Highway Trust Fund) (Liquidation of contract authorization)	(136,604,000)	(105,000,000)	(104,825,000)	(107,358,000)	(-29,246,000)	(+2,358,000)	(+2,533,000)
State and community highway safety grants: (Limitation on obligations)	(114,655,000)	(114,655,000)	(114,655,000)	(114,655,000)	---	---	---
Alcohol safety incentive grants: (Limitation on obligations)	(15,967,000)	(10,967,000)	(10,967,000)	(17,000,000)	(+1,033,000)	(+6,033,000)	(+6,033,000)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 1990 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 1991—Continued

[Amounts in dollars]

Item	1990 appropriation	Budget estimate	House allowance	Committee recommendation	Senate committee recommendation compared with (+ or −)		
					1990 appropriation	Budget estimate	House allowance
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Education grants (Sec. 209):							
(Cumulative limitation on obligations)	(4,736,000)	(4,750,000)	(4,750,000)	(4,750,000)	(+14,000)	---	---
Total, National Highway Traffic Safety Administration:							
New budget (obligational) authority	105,096,000	117,326,000	109,036,000	117,058,000	+11,962,000	-268,000	+8,022,000
(Limitations on obligations)	(130,622,000)	(125,622,000)	(125,622,000)	(131,655,000)	(+1,033,000)	(+6,033,000)	(+6,033,000)
Total	(235,718,000)	(242,948,000)	(234,658,000)	(248,713,000)	(+12,995,000)	(+5,765,000)	(+14,055,000)
Federal Railroad Administration							
Office of the Administrator	14,589,000	15,807,000	13,404,000	14,547,000	-42,000	-1,260,000	+1,143,000
Local rail freight assistance	6,979,000	---	7,000,000	12,000,000	+5,021,000	+12,000,000	+5,000,000
Railroad safety	31,495,000	36,500,000	34,110,000	34,616,000	+3,121,000	-1,884,000	+506,000
Railroad research and development	9,489,000	16,984,000	25,212,000	17,747,000	+8,258,000	+763,000	-7,465,000
Settlements of railroad litigation	---	3,362,000	3,362,000	3,362,000	+3,362,000	---	---
Portion applied to debt reduction	---	-3,097,000	-3,097,000	-3,097,000	-3,097,000	---	---
Northeast corridor improvement program	24,442,000	---	16,000,000	165,000,000	+140,558,000	+165,000,000	+149,000,000
Grants to the National Railroad Passenger Corporation:							
Operations	521,111,000	---	343,080,000	340,000,000	-181,111,000	+340,000,000	-3,080,000
Capital	83,574,000	---	138,920,000	130,000,000	+46,426,000	+130,000,000	-8,920,000
Total, Grants to the National Railroad Passenger Corporation	604,685,000	---	482,000,000	470,000,000	-134,685,000	+470,000,000	-12,000,000
Mandatory Passenger Rail Service Payments	---	---	150,000,000	150,000,000	+150,000,000	+150,000,000	---
Railroad Rehabilitation and Improvement Financing Funds:							
(Railroad credit enhancement)	(49,850,000)	---	(32,000,000)	(32,000,000)	(-17,850,000)	(+32,000,000)	---
(Railroad loan guarantees)	---	---	---	(100,000,000)	(+100,000,000)	(+100,000,000)	(+100,000,000)
Regional rail reorganization program	101,273,000	307,979	307,979	307,979	-100,965,021	---	---
Portion applied to debt reduction	-94,648,000	-284,979	-284,979	-284,979	+94,363,021	---	---
Conrail commuter transition assistance	4,920,000	---	5,000,000	---	-4,920,000	---	-5,000,000
Amtrak corridor improvement loans	3,500,000	---	3,500,000	---	-3,500,000	---	-3,500,000
(Loan authorization)	(3,500,000)	---	(3,500,000)	---	(-3,500,000)	---	(-3,500,000)
Total, Federal Railroad Administration	706,724,000	69,579,000	736,514,000	864,198,000	+157,474,000	+794,619,000	+127,684,000

Urban Mass Transportation Administration							
Administrative expenses	31,809,000	35,402,000	32,770,000	32,396,000	+587,000	-3,006,000	-374,000
Research, training, and human resources	9,970,000	10,000,000	8,000,000	8,000,000	-1,970,000	-2,000,000	---
Formula grants	1,625,110,000	1,076,800,000	1,695,000,000	1,605,000,000	-20,110,000	+528,200,000	-90,000,000
Discretionary grants (Highway Trust Fund): (Limitation on obligations)	(1,136,580,000)	(1,140,000,000)	(1,200,000,000)	(1,400,000,000)	(+263,420,000)	(+260,000,000)	(+200,000,000)
Mass transit capital fund (Highway Trust Fund) (Liquidation of contract authorization)	(897,300,000)	(815,000,000)	(815,000,000)	(900,000,000)	(+2,700,000)	(+85,000,000)	(+85,000,000)
Interstate transfer grants - transit	159,520,000	---	160,000,000	180,000,000	+20,480,000	+180,000,000	+20,000,000
Washington Metro	84,745,000	38,000,000	108,000,000	64,100,000	-20,645,000	+26,100,000	-43,900,000
Total, Urban Mass Transportation Administration: New budget (obligational) authority	1,911,154,000	1,160,202,000	2,003,770,000	1,889,496,000	-21,658,000	+729,294,000	-114,274,000
(Limitations on obligations)	(1,136,580,000)	(1,140,000,000)	(1,200,000,000)	(1,400,000,000)	(+263,420,000)	(+260,000,000)	(+200,000,000)
Total	(3,047,734,000)	(2,300,202,000)	(3,203,770,000)	(3,289,496,000)	(+241,762,000)	(+989,294,000)	(+85,726,000)
Saint Lawrence Seaway Development Corporation							
Operations and maintenance (Harbor Maintenance Trust Fund)	11,375,000	10,749,000	10,500,000	10,250,000	-1,125,000	-499,000	-250,000
Research and Special Programs Administration							
Research and special programs	17,158,000	16,723,000	16,300,000	15,916,000	-1,242,000	-807,000	-384,000
Pipeline safety (Pipeline Safety Fund)	10,159,000	10,800,000	10,367,000	11,067,000	+908,000	+267,000	+700,000
Total, Reseach and Special Programs Administration	27,317,000	27,523,000	26,667,000	26,983,000	-334,000	-540,000	+315,000
Office of the Inspector General							
Salaries and expenses	31,678,000	33,987,000	30,970,000	31,875,000	+197,000	-2,112,000	+905,000
Total, title I, Department of Transportation: New budget (obligational) authority (net)	12,920,250,000	11,739,002,000	12,946,920,000	13,047,939,000	+127,689,000	+1,308,937,000	+101,019,000
Appropriations	(13,039,898,000)	(11,742,383,979)	(12,950,301,979)	(13,051,320,979)	(+11,422,979)	(+1,308,937,000)	(+101,019,000)
Appropriations for debt reduction	(-94,648,000)	(-3,381,979)	(-3,381,979)	(-3,381,979)	(+91,266,021)	---	---
Rescission	(-25,000,000)	---	---	---	(+25,000,000)	---	---
(By transfer)	(17,448,000)	(10,000,000)	---	---	(-17,448,000)	(-10,000,000)	---
(Limitations on general operating expenses)	(233,298,000)	(264,470,000)	(245,400,000)	(263,751,000)	(+30,453,000)	(-719,000)	(+18,351,000)
(Limitations on obligations)	(14,971,298,000)	(14,848,622,000)	(17,697,122,000)	(17,101,655,000)	(+2,130,057,000)	(+2,253,033,000)	(-595,467,000)
(Cumulative limitation on obligations)	(4,736,000)	(4,750,000)	(4,750,000)	(4,750,000)	(+14,000)	---	---
(Appropriations to liquidate contract authorizations)	(15,904,145,000)	(16,040,000,000)	(16,692,825,000)	(16,780,358,000)	(+876,213,000)	(+740,358,000)	(+87,533,000)
Total, title I, New budget (obligational) authority, (DoD transfer) and (limitations on obligations)	(27,891,848,000)	(26,587,624,000)	(30,644,042,000)	(27,896,561,000)	(+4,713,000)	(+1,308,937,000)	(-2,747,481,000)

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 1990 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 1991—Continued

[Amounts in dollars]

Item	1990 appropriation	Budget estimate	House allowance	Committee recommendation	Senate committee recommendation compared with (+ or −)		
					1990 appropriation	Budget estimate	House allowance
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
TITLE II - RELATED AGENCIES							
Architectural and Transportation Barriers Compliance Board							
Salaries and expenses	1,936,000	2,100,000	2,700,000	2,700,000	+764,000	+600,000	---
Commission on Aviation Security and Terrorism							
Salaries and expenses	1,000,000	---	---	---	-1,000,000	---	---
National Transportation Safety Board							
Salaries and expenses	27,232,000	30,940,000	30,940,000	32,000,000	+4,768,000	+1,060,000	+1,060,000
Interstate Commerce Commission							
Salaries and expenses	44,205,000	43,777,000	45,369,000	43,777,000	-428,000	---	-1,592,000
Payments for directed rail service (limitation on obligations)	(475,000)	(475,000)	(475,000)	(475,000)	---	---	---
Total, Interstate Commerce Commission	(44,680,000)	(44,252,000)	(45,844,000)	(44,252,000)	(-428,000)	---	(-1,592,000)
Panama Canal Commission							
Panama Canal Revolving Fund:							
(Administrative expenses)	(49,692,000)	(48,941,000)	(48,928,000)	(48,941,000)	(-751,000)	---	(+13,000)
(Limitation on operating and capital expenses)	(450,649,000)	---	(448,497,000)	(459,000,000)	(+8,351,000)	(+459,000,000)	(+10,503,000)
Department of the Treasury							
Rebate of Saint Lawrence Seaway Tolls (Harbor Maintenance Trust Fund)	10,020,000	10,789,000	10,500,000	10,500,000	+480,000	-289,000	---
Washington Metropolitan Area Transit Authority							

Interest payments	51,663,569	51,663,569	51,663,569	51,663,569	---	---	---
Total, title II, Related Agencies:							
New budget (obligational) authority	136,056,569	139,269,569	141,172,569	140,640,569	+4,584,000	+1,371,000	-532,000
(Limitation on obligations)	(475,000)	(475,000)	(475,000)	(475,000)	---	---	---
Total	(136,531,569)	(139,744,569)	(141,647,569)	(141,115,569)	(+4,584,000)	(+1,371,000)	(-532,000)
Grand total:							
New budget (obligational) authority (net)	13,056,306,569	11,878,271,569	13,088,092,569	13,188,579,569	+132,273,000	+1,310,308,000	+100,487,000
Appropriations	(13,175,954,569)	(11,881,653,548)	(13,091,474,548)	(13,191,961,548)	(+16,006,979)	(+1,310,308,000)	(+100,487,000)
Appropriations for debt reduction	(-94,648,000)	(-3,381,979)	(-3,381,979)	(-3,381,979)	(+91,266,021)	---	---
(By transfer)	(17,448,000)	(10,000,000)	---	---	(-17,448,000)	(-10,000,000)	---
(Limitations on obligations)	(14,972,073,000)	(14,849,097,000)	(17,697,597,000)	(17,102,130,000)	(+2,130,057,000)	(+2,253,033,000)	(-595,467,000)
(Cumulative limitation on obligations)	(4,736,000)	(4,750,000)	(4,750,000)	(4,750,000)	(+14,000)	---	---
(Appropriations to liquidate contract authorizations)	(15,904,145,000)	(16,040,000,000)	(16,692,825,000)	(16,780,358,000)	(+876,213,000)	(+740,358,000)	(+87,533,000)
Grand total, New budget (obligational) authority, (DoD transfer) and (limitations on obligations)	(28,023,379,569)	(26,727,368,569)	(30,785,689,569)	(28,037,676,569)	(+14,297,000)	(+1,310,308,000)	(-2,748,013,000)